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NEWBURYPORT AND DANVERS & GEORGETOWN RAILROADS.

NEW & MIDDLE ROUTE BETWEEN BOSTON & NEWBURYPORT VIA. GEORGETOWN, TOPSFIELD AND DANVERS, Connecting at WEST DANVERS with Trains to and from SALEM. Trains from BRADFORD and GROVELAND connect with this line at GEORGETOWN for BOSTON.

Depot in Boston, - Boston and Maine Depot, Haymarket Square.
 " Bradford, - - - - - At Haverhill Bridge.
 " Newburyport, - - - - - West of the Tunnel.

FALL ARRANGEMENT. ON AND AFTER MONDAY, OCTOBER 23, 1854. TRAINS LEAVE

FOR BOSTON.				FROM BOSTON.			
NEWBURYPORT,	7.45, 11.00 A.M.,	1.45, 5.00 P.M.		BOSTON, -	8.05 A.M.,	12.00 M.,	3.00, 5.30 P.M.
BYFIELD -	7.57, 11.12	1.57, 5.12		N. DANVERS, -	8.45	12.35	3.35, 6.08
HAVERHILL BRIDGE,	7.45, 11.00	1.45, 5.00		N. DANVERS, -	8.54	12.44	3.44, 6.18
GROVELAND, -	7.50, 11.03	1.50, 5.05		TOPSFIELD, -	9.08	12.58	3.58, 6.32
GEORGETOWN, -	8.03, 11.18	2.03, 5.18		BOXFORD, -	9.18	1.08	4.08, 6.39
BOXFORD, -	8.09, 11.25	2.09, 5.25		GEORGETOWN, -	9.25	1.15	4.15, 6.46
TOPSFIELD, -	8.18, 11.34	2.18, 5.34		GROVELAND, -	9.31	1.21	4.21, 6.52
N. DANVERS, -	8.33, 11.50	2.35, 5.50		BYFIELD, -	9.32	1.21	4.21, 6.52
W. DANVERS, -	8.42, 11.58	2.43, 6.00		HAV'L BRIDGE, -	9.36	1.26	4.26, 6.57
Arrive at BOSTON,	9.19 12.40	3.23, 6.40		Ar. at NEWBP'T,	9.43	1.33	4.33, 7.04

NEWBURYPORT AND BRADFORD.

TRAINS LEAVE NEWBURYPORT FOR BRADFORD at 7.45 and 11.00 A.M., 1.45 and 5.00 P.M.
 " " BRADFORD FOR NEWBURYPORT at 8.40 A.M., and 1.45, 2.55 and 6.20 P.M.
 " Leaving NEWBURYPORT at 7.45 and 11.00 A.M., and 5.00 P.M., and BRADFORD at 8.40 A.M., 3.45 and 6.20 P.M., connect with Trains on the Boston & Me. Railroad to and from LAWRENCE, and the West and North; also, with Trains going East.

GEORGETOWN AND HAVERHILL BRIDGE.

TRAINS leave GEORGETOWN for HAVERHILL BRIDGE at 8.05, 9.25, 11.18 A.M. and 1.15, 2.03, 4.15, 5.18 and 6.46 P.M.
 Leave HAVERHILL BRIDGE for GEORGETOWN at 7.45, 8.25, 11.00 A.M., 12.55, 1.45, 3.50, 5.00, 6.20 P.M.

Passengers are not allowed Baggage above \$50 in value, or 80 lbs. in weight, without extra charge. For further particulars, see Railway Guide.

C. S. TENNEY, Sup't.

GEORGETOWN, OCTOBER 18, 1854.

WHEEL & TRUCK, PA. 1, WATER PT., BOSTON.

THE
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THE NEWBURYPORT AND DANVERS RAILROADS.

AN ACCOUNT OF THE CONSTRUCTION AND EARLY WORK-
ING OF RAILROADS IN CENTRAL ESSEX COUNTY.

BY HENRY FOLLANSBEE LONG.

From the first settlement of New England down to a comparatively recent period, the prosperity of its people was derived from agriculture and commerce. Later came industrial development in the manufacture of boots and shoes, and cotton and woolen goods, and with it the necessity for railroads. In the earlier years of the nineteenth century, Newburyport was one of the prosperous trading centers of Massachusetts, but its growth and prosperity did not increase, largely because of its failure to enter into the new manufacturing impulse. It is to this city, however, that railroad development in the central portion of Essex County must be credited. These railroads, as later described, were incorporated as the Newburyport Railroad, the Georgetown Railroad, the Danvers and Georgetown Railroad, and the Danvers Railroad.

For some time previous to the year 1846, the citizens of Newburyport had harbored a grievance against the Eastern Railroad and at last the plan was conceived of building a railroad that should connect the town with the Boston and Maine Railroad at Lawrence, and also open up transportation in the interior of the county through Georgetown, Groveland and Haverhill. The promoters of the new road aimed to control the traffic of the Merrimac Valley and it was claimed that Newburyport thereby would regain in part her earlier importance as a terminal point for trade. The operation of a steamboat on the Merrimac river, between Haverhill and Newburyport, had

proved a wise investment, and through the proposed railroad it was hoped to obtain this traffic, and at the same time replace the heavy teaming between Lawrence and Newburyport by the improved methods of railroad transportation.

The town of Georgetown, at this time, was heavily interested in the manufacture of boots and shoes, and as the railroad was to supply a means whereby the raw material and the finished product could be transported quickly, a large number of prominent citizens were interested in the enterprise, and it is largely due to subscribers in Georgetown, that the railroad was finally completed. Some of the early meetings, prior to the incorporation of the railroad company, were held at Georgetown, and one of the first meetings after the incorporation was also held there, on September 17, 1846. Many of the annual meetings of the railroad were also held in Tenney's Hall in that town.

On March 11, 1846, the Governor of Massachusetts approved an act establishing the Newburyport Railroad Company, as a corporation, the incorporators being Dennis Condry, John Huse, Enoch S. Williams, John Wood and Edward S. Moseley. They were given the right to construct a railroad "from Newburyport to or near Georgetown Corner, . . . beginning at some convenient point between the Newburyport turnpike and the present Eastern Railroad Depot . . . thence southeasterly over or near Common Pasture . . . to a point near the head of the Downfall Road . . . thence continuing southwesterly crossing Parker River near Pearson's Mills, in Byfield, thence north of the Georgetown road, and passing near Dole's Mills in Georgetown, at or near a point of land of Daniel Pusey, about one-fourth of a mile northeast of Savory's Hotel in said Georgetown." The capital stock was to be two thousand shares of one hundred dollars par value. At the same time they were given the right to unite the Georgetown Branch Railroad, which was to run from Bradford to Georgetown Corner, and which had been chartered March 11, 1844, but not constructed. The organization and location of the road was

to be effected before September 1, 1847, and the construction was to be completed before September 1, 1849.

Preparatory measures were taken for early constructive work when a strong effort was made by some individuals to carry the road along the banks of the river through West Newbury. On May 9, 1848, the Newburyport Railroad Company was given the right of choice to pass through either West Newbury or Georgetown, for they were "authorized and empowered to change the location of their railroad . . . beginning at some convenient point between the Newburyport Turnpike, so called, and the present Eastern Railroad Depot, in or near Newburyport; thence running westerly over or near Common Pasture, so called, and northerly of Turkey Hill, in the Town of Newbury, crossing Artichoke River and continuing onward between Archelaus and Pipe Stave Hills in West Newbury to some convenient place for crossing the main road leading from Newburyport to Bradford, thence crossing the same, and passing between said road and the Merrimack River . . . to Bradford." This caused delay and led to new investigations. In order to determine the route which would best accommodate the inhabitants of the several towns in the valley of the Merrimac, and at the same time make a convenient line to connect the Eastern Railroad and Boston and Maine Railroad, nearly two months were spent in a thorough and minute survey of the territory by Mess. Parker and Felton. This resulted in the adoption of a line nearly corresponding with the first preliminary survey made in 1846 by a Mr. Wildes. Still an earlier survey had been made upon which to obtain a charter at the session of 1845, "when Mr. Wiggin and his associates travelled knee deep in snow." The delay in construction was caused not only by a possible change of location, but also by the great scarcity of money that prevailed during that year.

In January, 1848, a mass meeting of the friends of the Newburyport, Georgetown, Lawrence and Lowell Railroad, to run in connection with the Stony Brook road west—an opposition road of the Newburyport Railroad—was held in the Essex House, Lawrence, but nothing came

of the agitation and the proposed road was never chartered.

At the close of the year 1848, the paid in capital stock in the Newburyport Railroad amounted to \$4,140, and the expenditures amounted to \$1,992.21, which was largely for engineering. The directors at this time were Charles J. Brockway, George J. Tenney, Charles S. Tenney, Joseph B. Morss, Richard Fowler, John Huse and Orin Weston. Only one of these had been an original petitioner for the founding of the corporation. Proposals for masonry and for grading the road to Georgetown, were received by George A. Parker, engineer, and held open till February 15, 1848, being finally awarded to Mess. Gilmore and Carpenter.

The Newburyport Herald states that on February 15, 1849, "ground was broken" on the Newburyport Railroad "about a mile and a half below Georgetown, near the house of Moses Thurlow. This is the deepest cut in the road, being through a gravel hill about 1000 feet, and in the deepest place 16 feet in depth."

On April 9, 1849, the time in which the road was to be finished was extended one year to September 1, 1850, by the legislature.

During the years 1848 and 1849, numerous editorials appeared in the Newburyport Herald describing in detail the advantages of the railroad and proving by figures that the road would pay good dividends, and at the same time the people of Newburyport were urged to subscribe liberally to the stock. Though many people in that city did subscribe money was not forthcoming in sufficient amount to meet the assessments, and the Herald in lauding the citizens of Georgetown for paying "for nearly one-half the road," did not hesitate to say that "Newburyporters" were "hard to collect from" and styled them "croakers." These editorials were largely of no avail. Though "connection with the interior" had been talked about since 1824, no money was in sight now that the road had actually been commenced.

The Herald, under date of May 11, 1849, says, "we passed over the road, on Saturday. Rather more than a

mile of it, and that the worst mile on the route, being the deepest and hardest excavation, about two miles below Georgetown, has been graded. The cost of grading and laying rails estimated at \$4,000 a mile. The cost of grading this the worst mile was \$2,700, of which the contractor has taken \$900 in stock. The iron for the road has been already purchased to be delivered on board in Wales, at \$23.70 per ton the lowest point at which railroad iron has ever been sold since its first manufacture. . . . Never we repeat, was such a chance offered a seaport town before, and if neglected now, never will it occur again. If through the indifference of some and the misguided enmity of others, this opportunity should be lost, it will be repented of bitterly when repentance will be too late to save them from condemnation and punishment." Such was the support given by the Herald, in its desire to obtain subscriptions toward the cost of the railroad.

In January, 1850 it was reported that the work on the railroad had been "prosecuted during the year as rapidly as the means of the company would permit, and at the present time, the whole section of eight miles and 179 rods from Newburyport to Georgetown is in such a state of forwardness that a few weeks of favorable weather will suffice to place it in running order. There has been expended for graduation and masonry thus far, \$29,794.39 and for superstructure including iron, \$27,716.25; for land, land damages and fencing, \$4,069.53; for engineering, \$3,102.21; and for all other expenses, \$1,822.28. Total expenditures, \$66,504.66. The rails are lain on about seven miles and a half of the road, and the gravel trains are employed in finishing work." These rails weighed 50 pounds to the yard, which was eight to ten pounds lighter, than rails ordinarily used on roads at that time. "On the remaining portion of the road, about one mile, the road bed is finished, ready for the rails, which will be put down as soon as the weather permits." The capital stock paid in at this time amounted to only \$47,987, so that a funded debt of \$19,100, with interest at 6 per cent., was established. The capital stock was collected by assessments of ten dollars a share, for each of the last ten months in

the year 1859, being payable to Thomas Davis, the first treasurer.

On May 23, 1850, an agreement was entered into with the Eastern Railroad Company, "and a purchase was made . . . of a part of their road bed and land on the westerly side of their track, from the junction of the two railroads to a point four hundred and forty feet southwest of the southerly end of the tunnel under High Street." The new railroad "also had the right to run its passenger trains into the depot of the Eastern Railroad." For this road bed and privilege of use of depot, the Newburyport company paid \$2350.

The Newburyport Herald, under date of May 23, 1850, says regarding the "opening of the railroad to Georgetown," that, "the first section of that improved communication with the interior, which the citizens of Newburyport to their injury, idly talked about and slumbered over, for thirty years, was opened yesterday, and we hope no long time will elapse before the comparatively small sum necessary for its extension to the upper lines will be raised. . . . We were disappointed in our anticipations of making one of the company who passed over the road yesterday, but we learn that the reunion was a very pleasant affair, and that the citizens of Georgetown, with their accustomed public spirit, gave the visitors who went up a hearty greeting. Salutes were fired and a band of music was in attendance."

The first notice of the train service on the railroad, published in the Herald, states that, "on and after Thursday, May 23d, Passenger and Merchandise trains will run as follows—Leave Georgetown for Newburyport at 7 1-4 A. M., 10 1-2 A. M. and 4 1-2 P. M. Leave Newburyport for Georgetown 9 A. M., 2 1-4 P. M. 6 1-4 P. M. All the trains will stop at Pearsons' Mills Village. On Wednesday, May 22, the stockholders will pass over the road, and trains will run for their accommodation as follows: Leave Newburyport for Georgetown 10 A. M., 1 P. M., 3 P. M., and 5 P. M. Leave Georgetown for Newburyport 12 M., 2 P. M., and 4 P. M. Stockholders can receive tickets by calling on Thomas Davis, at the Railroad

office, corner Essex and State Streets." In another issue, the paper informs the public that, "stages will be immediately put on at Georgetown to run to Groveland, Bradford and Lawrence. The ride from Georgetown to Groveland will probably not require more than 20 minutes, to Bradford, 40 minutes, and to Lawrence perhaps one hour." The railroad schedules state that "stages from and for Haverhill and North Andover connect with the trains at Georgetown." The Newburyport Herald in an editorial at this time, states that, "Capt. Micajah Lunt, William B. Banister, C. J. Brockway, Capt. Joshua Hale, William Stone, John Wood, Robert Bayley and Richard Fowler," were the Newburyport citizens who were largely responsible for the completion of the road, and in applauding the citizens of Georgetown for their part in the enterprise, says that "George J. Tenney, of that town has been the Ajax of the concern, upon whose strong arm it has leaned in each moment of doubt and difficulty."

Though the road ran about six miles in Newburyport the land damages were very small, as the way, principally, was through rough back pastures. The rest of the road ran through better land, but the land damages were settled amicably.

The first accident on the road, occurred July 18, 1850, when a train was thrown from the track, by coming in contact with a cow, and Benjamin Hilliard, the first conductor, in jumping from the platform of the passenger car, was struck by the car and instantly killed. As fences along the way were not constructed in some cases, the cows in feeding wandered on to the tracks, and it was no uncommon thing to strike two or three cows while on the way to Newburyport from Georgetown. The brakes never worked well on the locomotives, and as a brakeman had to shut on the brakes for each car, the train collided with the cows, even though they were noticed on the track some yards ahead.

The early engines burned wood, mostly oak, sawed into two foot lengths. The town of Boxford, yearly supplied nearly 2000 cords of wood to the Newburyport and other railroads at this time. Though fairly good time was made,

when wood was burned, the slowness of the road was a standing joke. It is reported, that on one occasion the train was so late in arriving at Byfield, that many of the citizens gathered at the station to ascertain the cause of its tardiness. Much was their surprise, when at last, Nathan Carter, the second conductor on the road, was seen coming up the track with a halter thrown over the smoke stack of the engine, leading in the train. The brakes worked so badly, that the train ran into the Newburyport station at one time, and out through the back side of the building, before it was stopped. Another time the engine left the track at Georgetown and was buried in a gravel bank beside the track.

The early engines all had names, the name being painted under the window of the cab, where now are the words "Boston & Maine." The "Bunker Hill" was the first freight engine, and the "Camilla," the first passenger engine. Afterwards were added the "Medford," "Rockingham," and "Cocheco." The railroad was a constant source of jokes and was used to advantage by Stephen Osgood of Georgetown, who wrote the following song which was given at many concerts in the neighboring towns, by the "New England Vocalists," a quartette composed of Miss Abbie Marvel, alto, Stephen Osgood, 1st tenor, A. P. Holmes, 2d tenor, and D. B. Tenney, bass.

THE GEORGETOWN RAILROAD.

With the history of the Georgetown Road, you all may be acquainted,
From the time the ground was broke, until the depot here was painted,
Some people may be ignorant of this prodigious track,
But none will e'er forget it, who've been to Newburyport and back.

CHORUS.

O, the Georgetown Railroad is getting all the go,
The Maine and the Eastern they go so mighty slow,
They may puff and blow and whistle, but 'twill never do to talk,
They think it's against the law to run faster than a walk.

The wonderful "Camilla," with the power of a crow,
Can't run by "Bunker Hill," with the monument in tow.
The "Medford" and the "Rockingham" are sure to spring a leak, O
How I wish they'd get a cooking stove and throw away "Cocheco."

Chorus, —O! the Georgetown Railroad, etc.

Once on a time I took a ride, drawn by the "Bunker Hill,"
 And it took us almost twenty hours to get by Pearson's Mill.
 I thought 't myself as I gazed out, if the miller'd only bought her,
 The trains would soon run regular, for he'd have 'em go by water.

Chorus,—O! the Georgetown Railroad, etc.

They have a traveller now and then, who lives to get clear through
 But when he gets to t'other end he don't know what to do,
 The people look so different, and he's grown so old and gray,
 He's sorry he didn't go afoot, or hire a horse and shay.

Chorus,—O! the Georgetown Railroad, etc.

And when there comes a little snow, or chance, a heavy frost,
 Out turn a hundred shovellers, to find the train that's lost,
 A cure for this I could devise and help the cause of travel,
 'Twould be to have a shed built over, to keep out snow and gravel.

Chorus,—O! the Georgetown Railroad, etc.

And when the train comes creeping in, O! what a row and racket,
 The passengers are growling round, "We'd better come with
 Brackett."

And when to the little man in grey, you call on for a ticket,
 How he'll snap himself around to get it, for fear you'll go with
 Pickett.

Chorus,—O! the Georgetown Railroad, etc.

O! when will men get confidence, and quiet all their fears?
 Why, when they burst the engines up and run the trains with steers,
 The cars will never get smashed up, nor the oxen melt their flues,
 And the so called engineers can be at home a making shoes.

Chorus,— O! the Georgetown Railroad, etc.

The Georgetown Branch Railroad, chartered March 11, 1844, was definitely brought to the attention of the public, on January 2, 1844, when a meeting of the friends of the road was held in Haverhill, to appoint committees, to plan for a survey and location, to gather statistics, and to consult "the directors of the upper road. . . . There was some surprise at the meeting on learning that the directors of the lower road had already taken alarm and had written to the postmaster of Georgetown to have a committee appointed to meet them in making a survey

of a route for a branch to that road.”* At a town meeting held in Haverhill, in 1848, Alfred Kittredge, J. H. Duncan, W. R. Whittier, Rufus Longley, and Caleb Hersey were chosen a committee “to appear before the General Court in aid of the petitioners for a railroad from Newburyport to Bradford.” On May 22, 1850, a public meeting was held in Bradford “to take measures in aid of extending the Newburyport Railroad from Georgetown to Bradford.”

The Haverhill Gazette, under date of January 18, 1851, “is happy to state that at a meeting of the Directors on Monday, the grading of the remaining section of six miles of the Newburyport Railroad from Georgetown through Groveland to the depot of the Boston and Maine in Bradford, was let to Messrs. Gilmore and Carpenter, the enterprising and efficient contractors of the other portion of the road, who are already among its largest proprietors. It is to be constructed with the greatest possible dispatch, consistent with due economy.” In the same newspaper under date of January 25, 1851, it appears that “the work of extending the New Railroad to this town, and the Boston and Maine has commenced. Gravel was broken in Groveland last week, and nearly 100 persons have located along the lines. Two large shanties have been erected and several houses and barns have been rented for their accommodation. Ground has been or will be broken at another place in Groveland the present

*This railroad was chartered by “George J. Tenney, Samuel Little, Coleman Platt, Charles S. Tenney, and John B. Savory of Georgetown, George Savory and Jeremiah Spofford of Bradford, and Samuel E. Noyes of West Newbury.” It was to run from the turnout track near the depot of the Boston and Maine Railroad in Bradford, easterly, passing near the store of Leonard Johnson; then on the line of most suitable elevation, till it comes near the bank of the Merrimack river, opposite to Silsby’s Island, and so down said bank at such distance as may be found best, to Johnson’s creek; thence northerly of the house of Stephen Parker, and up the valley of the most easterly branch of said creek, to the easterly side of the building of Benjamin Enoch Nelson, and on the best level to the line of Georgetown, near a stone bound on the road southerly of the house of Enoch Harriman, then northerly of the house of Orin Weston, to near the house of David Perkins; and then southwesterly on the most convenient ground to such place as shall be found most suitable for a depot at or near Georgetown corner.” They were given the right to found a corporate union with the Boston and Maine Railroad.

week, and the work will be commenced at the principal cutting at the woods near Johnsons' Creek in Bradford in a few days. Such is the character of the soil that the work of grading has been contracted for at the very lowest rate, or about 15 1-2 cents per yard, taking all risk of rock and hard pan. It is intended to follow the river bank very closely through Bradford, passing under the travelled road, near Haverhill Bridge, and joining the Boston and Maine at the side track near the present depot."

The Haverhill Gazette, during the year 1851, printed many editorials of great length, going into details concerning this road and its prospects, and railroads in general, in the endeavor to arouse enthusiasm among the people of Haverhill and Bradford, who were as backward in subscribing to the railroad stock as has been the people of Newburyport. One of these editorials brings out the interesting fact, that fully 31,850 passengers, 106 a day, had been carried over the road from Newburyport to Georgetown to date, and also, that \$30,000 had been paid by the people of Georgetown to get the railroad. The activity of the editor was stimulated about this time by renewed efforts of the supporters of the Georgetown and Lawrence Railroad, which had been chartered May 2, 1849. This road was to run from, and in connection with, the Newburyport Railroad in Georgetown, through Boxford and North Andover, and connect with the Essex Railroad, "near the north parish in Andover." The Essex Railroad had been opened in the summer of 1848, from the "North River in Salem to Methuen," at a cost of \$500,000. The beginning of efforts in behalf of the Boxford route was at a meeting of the stockholders at the house of John Brown, in West Boxford, at 2 P. M. on August 27, 1850.

The Lawrence Courier immediately took up the fight for the "Boxford route," maintaining that Lawrence, and not Haverhill was the objective point in either case. The Courier argued, that, "by the Boxford route," the distance was only seventeen miles to Lawrence, and the road would tend to strengthen the "Essex Road," and at the same time receive from the "Essex Road essential aid

12 THE NEWBURYPORT AND DANVERS RAILROADS.

in return, which a stronger and more independent company might not be so ready to grant." The Haverhill Gazette had from the first favored the road through West Newbury, but it now fought bravely for the Groveland route.

By the last of August, 1850, the re-survey of the road, by J. N. Cunningham, engineer of the Newburyport Railroad, had been completed, "and the plan and profile," were "in preparation." "The route has been greatly improved in several places," says the Gazette, "more especially in following the river bank closely, by which much damage to land is avoided, an entire level obtained for 2 1-2 miles, below the Bradford depot, and a depot obtained at Haverhill Bridge. By this change a much better road bed is obtained, as the bank is generally of sandy alluvium deposited by the river, and like all levees along great rivers, is generally higher than the background of coarser materials, entirely dry, and is almost uniformly twenty feet above high tide, and very little of it has been covered by any freshet, but twice for a century. With very moderate expense compared with any other route the whole rise and fall of the road might be reduced to little more than the difference of elevation between the river bank and Georgetown depot—about 50 feet. A good view of any town or city, while passing along a railroad, is very seldom obtained. This road by this arrangement will be a most remarkable exception, as regards Haverhill, for almost every building in the town will be seen from the cars, as they run along the opposite bank, forming a most beautiful real panorama." So level was this route, that the road was almost ready for the rails without labor, nearly the distance of 5 1-2 miles to Georgetown. When completed, the grade from Georgetown to Haverhill was 26 feet to the mile. The route through Boxford to North Andover, was 6 1-2 miles and 50 feet in length; grade not exceeding 35 feet, and the estimated cost was \$92,000, ready for the cars.

In the Courier, under date of September 7, 1850, we have a fair sample of the sort of editorial written at that time. "The Haverhill Gazette continues its clatter about the *great business* which the town of Bradford would afford

to a railroad from Newburyport . . . it is all pure moonshine, but for today alone." The editorial goes on to say that Lawrence in "ten years will contain more people than Newburyport, Bradford, Georgetown, Groveland and Haverhill combined have now," and in conclusion remarks that the "Gazette harps on beautiful scenery," and wishes to be informed what that has "got to do with freight," and continuing states that if the Bradford road is adopted "the stock of the Newburyport Railroad and the Newburyport Turnpike Road will forever stand on a par, which being interpreted, means a right smart slice below zero. Give us no road at all rather than such a road." Some Newburyport Railroad shares were sold, at this time, for \$25 per share. On September 14, 1850, the Gazette returns the Courier's fire. "The editor of the Lawrence Courier has again mounted his high heeled shoes, and is dealing out his commands where *our* railroad shall go, as though he were the real "money king" of railroads . . . we have hitherto dealt with him in sober argument", and have "within a week or two published facts enough to blow all his flummery sky high." In conclusion the editor writes if Haverhill gets the road they "will double the amount of cash Lawrence gave the Boston and Maine," and compliments Mr. Cunningham "for his independence" in favoring the Bradford route.

At the annual meeting of the Newburyport Railroad Company, held at the depot in Newburyport on September 21, 1850, it was shown by the treasurer's report that, "of the capital stock about \$70,000 has been paid in, and that about \$120,000 has been expended, most of which excess has been raised on bonds and mortgage of the road." This meeting decided in favor of the route to Haverhill by the way of Groveland, after many "eloquent speeches," and the examination of detailed "statements." By the Haverhill Gazette of November 28, 1850, it appears that "a meeting of gentlemen interested in its extension to the Boston and Maine was held on Friday last in the depot in Georgetown which promises the most favorable result to the completion of the road, \$21,000 of new stock for this purpose has been taken in Newburyport and Newbury and

\$7000 in cash or land damage is secured in Groveland, which with a most noble and generous proposition has been acceded to by most of the land holders, of taking \$15,000 of new stock for the purpose of completing the road, and rendering both the stock and bonds available in the market, will if the proposition is accepted to, bring the means applicable to the completion of the road up to \$45,000, with what will be taken by contractors for grading and materials, is considered a good basis for putting the road under contract."

The assessments for the extension were at five different times, the first one of 10 per cent, being payable February 20, 1851, the second of 20 per cent, payable March 20, the third of 20 per cent, payable April 21, the fourth at 20 per cent on May 20, and the fifth of 30 per cent on June 20. To the very last the Gazette "strikes hard" for the road, and maintained that it would always pay good dividends, claiming that even before the extension the road paid running expenses, and with the Haverhill connection, dividends could be easily earned. By July 21, 1851, the extension to Bradford was well under way.

On September 1, 1851, the road bed "had been completed from Georgetown to Haverhill bridge," but was not in good running order the entire distance to Bradford. The fifteen miles from the Eastern Railroad station in Newburyport to the Boston and Maine station at Bradford, had cost about \$225,000, or "\$15,000 a mile with equipment complete." This was believed to have been "lower than the cost of any other road in New England." The money market had been tight, which forced the directors to sacrifice much on "the discount on the sale of the company's bonds," and the land damages had amounted to more than \$25,000, "being more than double the amount which men well acquainted with the value of the property along the line, estimated at the commencement of the work." The Gazette in a very strong editorial scores the awarder of damages, and among other instances, cites a decision whereby "two acres of rather thin, sandy land half a mile from any road," cost \$1165. In many cases, farmers, seeing a chance to recoup themselves for heavy taxes, carried

their cases before a jury and were awarded several times the value of their land. It was said that the two miles in Bradford caused more trouble than all the rest of the railroad.

September 15, 1851, a train was run "from the bridge to Georgetown," to accomodate the stockholders who attended the annual meeting, it being "the first time the passenger cars have run to Haverhill," according to the Gazette. While the road was opened to Bradford for public travel on September 22, 1851, the trains did not run regularly until the latter part of October, and for the first "five or six months after the opening, it was operated to much disadvantage. A portion of the road bed was at sub-grade; the depot buildings were not completed; and the arrangements which the directors had been able to effect with the long lines of road at the termini were unsatisfactory and unfavorable."

At this time the "running expenses of the road, including salaries of the superintendant and treasurer, fuel, oil, etc., engineer, fireman, conductor, brakeman, switch-men, ticket masters, road master and three men, two repair hands, sawing wood, etc., amounted to \$37.59 a day." The total income amounted to \$83.05 per day. The "furniture of the road" at this time consisted of "Three Locomotive Engines, Three Passenger Cars, One eight wheel Baggage Car, one four wheel Baggage Car, Four eight wheel House Freight Cars, Two four wheel House Freight Cars, Four eight wheel Platform Cars, Two four wheel Platform Cars, Nine Gravel Cars, Two Hand Cars, and One Iron Car." The capital stock of the Newburyport Company when united with the Georgetown Branch Railroad Company was \$300,000, and only \$131,000 was paid in, while the total cost of the 14 miles and 3073 feet from Newburyport to Bradford was \$255,613.88.

The road was hardly completed before Haverhill began to find fault because all the freight for that town had to be carted across the bridge, for the right to extend the road across the river into Haverhill was not granted till March 16, 1855. This resulted in a great loss of freight traffic for the railroad.

The arrangements that had been made in 1850 with the

Eastern Railroad, for the use of its road bed and station in Newburyport, were not satisfactory to the Eastern, and the Newburyport Railroad was notified that "on and after November 26, 1853" they would be obliged "to start all their trains from their own depot." At this time an effort was made to obtain permission from the legislature to extend the road to the Merrimac river at Newburyport, hoping to get all the river traffic, and at the same time obtain a very central location for a new station, but the bill was entered too late for legislative action that year, and in addition the Eastern Railroad refused to waive their rights, and in consequence the plan was abandoned for the time, but on March 28, 1854, this extension was granted.

The first station in Newburyport was a cheap structure, and was located outside the settled part of Newburyport, southwest from High street, in rear of the tunnel and was reached by running over the Eastern Railroad for about one mile. In March, 1854, authority was given to cross the Eastern Railroad tracks, and a station was then built near the mall on High street which is now used as the Boston and Maine freight depot. The only station between Newburyport and Georgetown was at "Pearsons' Mills," now known as Byfield. Benjamin S. Rogers was the station agent for many years. The Georgetown station was located nearly where the freight house now stands, and the track was covered the length of the station. After the Danvers and Georgetown Railroad was united with the Newburyport Railroad, the station was moved to the present location. The stations on the "extension to Bradford" have remained practically the same. George P. Carleton was the first agent at Groveland. The first station agent at Georgetown was George Spofford, known on account of his small stature as "Little George the Giant." He was the son of Dr. Amos and Irene Dole Spofford, and brother of Dr. Richard Spofford of Newburyport. The second agent was Albert Carleton, who served seven years, and the third, S. Page Lake of Topsfield.

With the mention of the great damage done by the heavy freshet the spring of 1852, the worst since 1785, the first agitation for a road to run from Groveland, "three



GEORGETOWN RAILROAD STATION
Erected in 1850. From photograph taken about 1865



GEORGETOWN RAILROAD STATION
Erected in 1850. From photograph taken about 1865

miles to West Newbury," was begun in the Haverhill Gazette, but this did not come to anything till June 12, 1869, when the West Amesbury Branch Railroad Company was given the power to construct such a road.

In the Haverhill Gazette of September 10, 1853, we have the following account of a serious accident. "On Wednesday afternoon, as a special train on the Newburyport and Georgetown, was making preparations to return from Groveland with a picnic party from Newburyport, the boiler of the engine burst, killing the fireman, Leander Spofford of Georgetown, formerly of the Merrimack House in this town. At the time of the explosion he was attending to his duties and was blown some 150 yards into an adjoining field, and breathed but a few minutes after assistance reached him." The engine that exploded was called the "Bunker Hill," and was a ten-ton engine, constructed in Philadelphia in 1841, that had been used on the Fitchburg Railroad.

It is told of one farmer in Groveland, who was very much frightened at the trains, that when he had occasion to cross the track on his way to market, he would stop his team some hundred yards from the crossing and go ahead, on foot, to see if all was clear. If he failed to discover a train approaching he would put his ear to the rails to ascertain if a train was in the distance, and failing to detect any sound by the rails, he then would run back to the team and race his horse across the track.

From the common expression that the Bradford Branch of the Newburyport Railroad was not worth "a peanut," the name "peanut train" has been handed down year after year, applying to that branch.

A Georgetown lady relates that from her father's investment of \$3800 in the stock of the railroad, he received her free passage to and from Newburyport, where she attended school, and as that answered for dividends, he was offered an old engine for his principal. Many of the investors did not even get a free ride on the railroad for their money. The same lady recalls on returning one night from Newburyport in a snow storm they were stalled all night in a snow drift, and enjoyed it greatly, for Ole Bull, the great

violinist, who was touring the country at this time, had taken the train for Boston to fill an engagement that evening, but instead he gave his concert on the train to the great enjoyment of the imprisoned passengers.

Charles S. Tenney, superintendent, under date of "Georgetown, Sept. 19, 1851," gives the following schedule of trains:—"On and after Monday, September 22, 1851, cars will leave Georgetown for Newburyport at 7 A. M. to connect with the 8 A. M. train to Boston. Leave Newburyport for Bradford at 7.35 a. m. to connect with the 8.30 for Lawrence and Lowell." The fare from Newburyport to Byfield was fifteen cents; to Georgetown, twenty-five cents; to Groveland thirty-three cents; and to Bradford, forty cents. This road, as completed, could pay 4 per cent. said the directors, if the Company had not been obliged to discount their bonds to finish the road. Of the \$40,000 issue of bonds, \$20,000 had been sold and the balance were placed as collateral.

The first activity for a railroad through Topsfield to Danvers was launched in earnest, on March 16, 1844, when the Georgetown and Danvers Railroad Company was chartered by thirteen Danvers and three Georgetown citizens, to run from "some convenient point in the central part of the village of Georgetown, thence southerly through the villages of Topsfield, Danvers Plains and South Danvers, and thence to Salem to unite with the Eastern Railroad." This enterprise apparently did not extend beyond the initial movement, for we hear no more of it though it was originally promoted to run in connection with the Georgetown Branch Railroad.

On May 7, 1851 the Danvers and Georgetown Railroad Company was chartered by John Wright and Asa Pingree of Topsfield, and Samuel Little and Henry Poor of Georgetown. Three men and "their associates" were given the power to "construct and maintain a railroad, commencing at some convenient point in Georgetown, thence running through Rowley, Ipswich, Boxford, Topsfield, Wenham, or any of said towns to the village of North Danvers, there to enter upon and unite with the Essex Railroad at some convenient point." The capital stock was to be \$130,000,

and the road must be completed by May 7, 1854. From the fact that the incorporators were given the right to run through Rowley and Ipswich, we have reason to believe that, as is commonly understood, the first intention was to run the road across Hoods Pond in Topsfield. This plan was favored by those who felt sure that the harvesting of ice and its transportation by the cars would prove valuable. The road was to cross the pond from the Boxford and Ipswich side and strike Topsfield at what is now known as Kimball's Point, thence to Bixby's Corner, so called, across Gallop's brook and under Great hill, passing through the village back of the Academy hill, and so along to Danvers. When this route was abandoned, numerous Topsfield citizens who owned land over which the road was to pass, refused to pay for the stock to which they had subscribed. Considerable trouble was occasioned by their action and in order to discover its legality, those who refused to subscribe, paid twenty dollars each for a legal decision which was apparently favorable to them.

The next plan of location was through the village of East Boxford, but as the people here failed to subscribe as freely as those near where the road now passes, the route was changed. Singularly enough, the man who promised to purchase the largest number of shares, if the road went as he wished, failed in the end to purchase any and, adding insult to injury, received an enormous damage for his land. So much for promises. The total land damages of the Danvers and Georgetown Railroad amounted to \$15,473.42.

At the annual meeting of the Newburyport Railroad Company held in September, 1851, at the City Hall in Newburyport, the "Act passed by the last Legislature, entitled an Act concerning the Danvers and Georgetown Railroad," was accepted and the directors "were requested to make such arrangements with the Danvers and Georgetown Railroad . . . as they shall deem proper," and further they were "requested to petition the next Legislature for authority to unite the Newburyport Railroad Company with the Danvers and Georgetown, . . . "provided the Danvers and Georgetown join in such application."

During the month of September, 1851, "several capitalists of Salem and Danvers made advances to the Danvers and Georgetown to procure an alteration in their charter to build from Georgetown to South Reading," and this was favored as it would give Salem the "third line of railway from that city to Boston." This suggestion was not adopted by the directors of the Danvers and Georgetown, which had been organized in September with William D. Northend of Salem, as president, and William L. Weston of Danvers, as treasurer and clerk, but it was the beginning of the movement for the Danvers Railroad Company which was incorporated the next year.

Various citizens of Georgetown, not satisfied with their share, as individuals, in the construction of the Newburyport Railroad, in their zeal and anxiety for more railroad connections, called a special town meeting for August 4, 1851, "to see if the town will vote to authorize their treasurer to subscribe for fifteen shares in the Danvers and Georgetown Railroad and appropriate the stock now owned by them in the Manufacturer's Bank in payment, the dividends of railroad stock to be appropriated for the support of Schools." It proved to be a very lively meeting, but as the plan was favored by the more wealthy and influential citizens, the motion was carried and the subscription accomplished. This stock was carried as an asset of the town till 1862, when it disappears from the town accounts, without comment. It was not uncommon for towns to subscribe to stock, for it was argued that railroads were but modern highways, and that no one ever doubted the rights of towns to construct highways, and "that what is to be for the benefit of the whole community, should be paid for by the whole community." Encouraged by the action of the town, many private citizens subscribed to the stock, and in most cases lost their entire savings. Numbers of people in the towns along the line took one or two shares, many with the idea that they would lose their investment, but satisfied to spend that amount for the benefit to come from the railroad. Many farmers believed that the coming of the road would put an end to their market at Salem, believing that they would

sell nothing, and that in addition other towns would compete successfully for the home market. In a poem by Stephen Osgood of Georgetown, supposed to be the interpretation of a dream, wherein he saw many different individuals pass before him, occur the following lines:

“ Then came with slow and lingering walk
Signers for the Georgetown Railroad Stock.
With careworn looks and hair turned gray,
(They'd hoped in vain, the road would pay)
And sung as they passed,—with voices faint,
“ Bad is the Road ” and “ Old Complaint.”

On May 21, 1851 the West Newbury Railroad Company was chartered to run in connection with the Danvers and Georgetown “from the passenger depot . . . in Georgetown, to Rocks Bridge, in West Newbury, a distance of 5 1-2 miles. The capital stock was to be \$50,000. The Haverhill Gazette describes this as a “very bold project,” and continuing says that the “ground is uneven and rocky, and would cost high to grade,” and that the elevation of West Newbury above the Merrimack, nearly forbids the approach of a railroad so as to cross the river from that quarter, with the object in “view to accommodate West Amesbury.” On May 21, 1851, the West Newbury and the Danvers and Georgetown were given the right to unite. The West Newbury road was never financed, dying a natural death like many another enterprise founded on similar dreams.

Under date of August 4, 1852, the Danvers and Georgetown Railroad Company, informs the stockholders that “450 shares of the capital stock,” has been “subscribed for.” In September, 1852, a meeting was held in Danvers, says the Haverhill Gazette, where \$15,000 was subscribed for the stock. It continues:—“the ancient intercourse with Salem will again be placed on the most convenient footing. The writer well remembers when long processions of country sleighs, gave employment to half-a-dozen taverns between Haverhill and Salem, over roads now overgrown with grass. Four hours were then consumed in the journey at the old five mile jog of farm horses.”

The Danvers Railroad Company was chartered March 15, 1852 and was authorized to unite with the Danvers and Georgetown Railroad Company, under the name of the latter. In the following June the stockholders of the Danvers and Georgetown authorized their directors to "lease their railroad to the Boston and Maine or Eastern Railroads." All the stock required by the charter was subscribed for at this time, but evidently neither the Boston and Maine nor the Eastern cared to assume the rest of the stock, for neither would entertain the proposition to lease the road.

In the Salem Gazette, of April 7, 1853, under the heading Topsfield, April 6, we read that, "the ground is being broken today for the making of the Georgetown and Danvers railroad. There will be a new location of railroad from Danvers to South Reading, which makes a new route from Newburyport to Boston *through Topsfield*. Will not this be 'first rate' for Topsfield." At about the same date, "the contractors commenced work at North Danvers." The first work in Topsfield on the grading was begun in what is known as "Colrain," and Benjamin P. Adams, postmaster for many years, threw out the first gravel. The shovel he used is still in existence. He also filled the same role at North Danvers, so called, when the first work was done on the plains below the Putnamville station, the gravel for filling being taken from the pits on the neighboring hillside.

On May 27, 1853, an agreement was entered into by the Newburyport Railroad, the Danvers and Georgetown, and the Danvers Railroad, wherein it was agreed "to run their cars" over each others' tracks, and no others, except the tracks of the Boston and Maine, and it also was agreed to make the fare from Haverhill to Boston, not less than by the Boston and Maine. They were to divide all fares "pro rata," and pay extra for cars exceeding three passenger and one freight car per day. This agreement was to continue in force 100 years, and was to be void if an agreement between the Danvers and Boston and Maine Railroads was not executed in 60 days. This agreement was executed and signed by Charles J. Brockway, the first

president, and M. E. Hale, the second treasurer of the Newburyport Railroad; William D. Northend, the first president, and William N. Cleaveland, the second treasurer of the Danvers and Georgetown Railroad; and William D. Northend, the first resident, and George F. Choate, the first treasurer of the Danvers Railroad. In consequence of this agreement, the power given on May 2, 1853, was lost whereby the three roads might unite under the name of the Newburyport Railroad Company and receive subscriptions to their capital stock from the Boston and Maine, the Eastern, and the Essex Railroads to "an amount not exceeding \$40,000."

On January 28, 1854, the time "for construction" of the Danvers and Georgetown was extended to September 1, 1854. By May 27, 1854, eight hundred tons of rails had arrived and the "process of putting them down" was "about to commence." Andrew Gould of Topsfield obtained the contract to supply the sleepers and to construct the fences for the railroad. The sleepers were of chestnut and cost 25 cents each. They came from a grove which he purchased in Derry, N. H.; some of the other material came from his land in Boxford. He received his pay in bonds. The Irishmen employed in the making of the roadbed were brought into Topsfield in 50 tipcarts, just at the edge of evening, and in the middle of the long line, perched high above the others on a great pile of bedding, rode one lone Irish woman. They used the southerly store, in what is now Bailey's Block, for mess room, and occupied the present Grange banquet hall, on the floor above, for their sleeping quarters. Later they occupied shanties located above the railroad bridge which crosses West street. It was reported that one of their number was murdered here, but no proof remains. The superintendent of the gang, one Mead, encountered an obstacle when he proceeded to break ground through the land of a Topsfield man who had objected very strenuously to the advent of the railroad. This man, who tipped the scales at over two hundred pounds, as a last resort, had calmly seated himself directly on the centre line of the proposed road, immediately in front of the approaching

builders, apparently for the purpose of making Mead and his gang cease work. But Mead was equal to the occasion and though the task appeared difficult, he succeeded without much apparent effort in picking up the obstruction as he would a baby and placing it gently down on the other side of the fence. The work was then resumed.

The Salem Gazette informs us that on August 12, 1854, "the cars ran for the first time into the village of Topsfield from Georgetown." In the Gazette of August 19, 1854, under the Topsfield items, we learn that "our Georgetown, Topsfield and Danvers Railroad is just drawing to a completion. The whistle of the engine has for the first time within a week disturbed the quiet slumbers of our village. The rails are now laid as far as the Ipswich River, south of the village one mile. In one week more the rails will be laid as far as North Danvers, and by the first day of September the cars will commence running over the road, which will be a day of much interest to the towns through which it passes. This road is said to be one of the best graded roads in the country, and from present appearance, promises all that its friends ever claimed for it." On August 31, 1854, says the Gazette, "the passenger cars on the Danvers and Georgetown Railroad ran for the first time between Topsfield and Georgetown, to carry a party of one hundred and fifty to a picnic in Little's Grove."

On September 1st the railroad was opened, in connection with the Danvers Railroad, through to South Reading, and the Topsfield correspondent of the Salem Gazette gives us a lengthy account of the opening. He writes: "I took the cars at Topsfield early in the afternoon . . . large numbers had assembled to witness our departure and to congratulate us on the prospect of the pleasure of the excursion. We glided finely along and the first place of particular note that we came to was what was formerly called Blind Hole, but latterly named Putnamville. There we passed through a formidable ledge, of the hardest granite . . . after a little delay at Porter's plain, we passed on to North Danvers, where several hundred had assembled to witness our arrival, which was greeted with

cheers. From North Danvers we started for Tapleville, and on our arrival at the depot we were hailed with much joy. One demonstration was by a noble fire company, out on duty, waiting our arrival. From hence we passed on to that famous place, which has been visited by thousands the past summer, called "Needham's Hill." Here we had an opportunity to witness what skill, perseverance and industry had accomplished to divide this monster of a hill and let the *iron horse* pass on without molestation.* The next place of note that we arrived at was that famous place known to the ancients as the Devil's Dishful, but to modern travellers as Brookdale.† A few puffs of the iron horse brought us to Lynnfield depot. At this place we found flags flying, and numbers had assembled to greet us onward. From this place we moved smoothly on and shortly arrived at South Reading, where we stopped for the space of an hour to *wood up* . . . We then started homeward bound, and arrived safely at our place of destination."

The Directors, with a few friends, after returning to Georgetown, made the opening an "occasion of a very pleasant dinner party." The road was not opened for public travel, however, until October 23, 1854.

On March 3, 1854, the Chebacco Branch Railroad Company, Number Two, was chartered, to run "from Essex to the Danvers and Georgetown Railroad, in Wenham, or Danvers, with authority to cross the Eastern Railroad, and enter on said Eastern Railroad and said Danvers and Georgetown Railroad." This road was never constructed, dying without a struggle.

The Salem Gazette, under date of October 31, 1854, describes the route "over the new railroads" from Salem to Boston. The Salem and Lowell, which was opened Aug. 1, 1850, was used to West Danvers, "then the Salem train is attached to another from Newburyport, and in this conveyed to South Reading, then to Boston." The station mentioned by the correspondent from Topsfield as

*From another source we learn that on this excursion the travellers were obliged to get out and push the train over the grade.

†Now known as West Peabody.

"Brookdale," is described as "the settlement about the woolen factory, and part of West Danvers commonly called the 'Dishful' we believe."

Warren Nichols, for many years employed on the railroad, ran the first train out of Topsfield that went to Little's Grove in Georgetown. The freight engine which was employed in the construction of the road was called "Baldpate," and was run by Ellis Dorman. It was said that this engine could go regardless of the rails, making as good time in a rocky pasture as along the laid rails. And it was well that it was so, for the first line of track was "fearfully and wonderfully put together."

In February, 1855, the business of the Danvers and Georgetown "was suspended for a large portion of the month . . . on account of the destruction of the river bridge at Topsfield by a freshet." Benjamin Poole of that town, and shortly afterwards to be the second president of the railroad, was moving into town during that month and was obliged to cart his furniture from Putnamville over the road to Topsfield. On February 9, 1855, this road was given the power to form a corporate union with the Newburyport Railroad Company, under that name which was done, and thereafter the entire road to Danvers was known as the Newburyport Railroad.

It is to the Boston and Maine Railroad that credit must be given for the completion of the Danvers and Georgetown Railroad, as is shown in a report of an investigating committee of the Boston and Maine, presented to the stockholders on September 29, 1855. "In 1854 no road in the country was in better condition than the Boston and Maine . . . The condition of the money market had become very unfavorable for unfinished railroads, and a disposition of distrust towards them daily increasing, the directors of this road conceived it to be their policy to sustain and push through to completion the Danvers and the Danvers and Georgetown which was to connect it with the Newburyport Railroad. The Danvers and Georgetown had imported their iron, but were unable to pay for it, and authority was given the president to advance the money to pay the cost and duties. In pursuance of this, he paid for

the iron as it arrived, a sum of \$70,000, retaining the iron as security for the advance. This loan was intended to be temporary but as the Danvers and Georgetown could not proceed without the iron to lay down, after some intermediate negotiations and action not necessary to be recited, this \$70,000 finally (August, 1854) was converted into a note of that corporation with indorsers, due twelve months from date. The Danvers road by this time was experiencing the difficulties of the money market and called on this road to make an advance. On November 21 and 23, and December 15, this road advanced \$45,060 to the Danvers as prepayment of rent until 1862. These extraordinary advances exhausted the immediately available funds, and for the purposes of a dividend, five days after this last payment, the Treasurer borrowed money on the notes of the corporation as well as discounting some of the Notes Receivable. Thus was inaugurated the policy of borrowing to pay dividends, when earnings were greatly in excess of the legitimate expenditures of the road." The Newburyport Railroad also was loaned \$26,400 on notes at this time. The report goes on to tell why the Boston and Maine helped the Danvers and Georgetown, saying that "the committee express their regret that a rivalry in business between the Eastern Railroad and the Boston and Maine should ever have led these corporations into the policy of building or sustaining roads from one line to the other whose legitimate business was inadequate to their support, and which could only become profitable or valuable by diverting traffic from the other great road leading to Boston." It it said that the Boston and Maine and Eastern railroads spent \$2,500,000 in fighting each other.

In 1858, there was considerable talk about turning the Danvers and Georgetown over to the bondholders, and they in turn, not seeing any chance to get any money for paying the interest on the bonds, conceived the plan of tearing up the iron and selling it with the other property of the road. Several editorials appeared in the newspapers concerning this proposition. It was finally decided that as the Boston and Maine had breathed life into the road, and as it could pay running expenses, they would keep it

going. An effort also was made at this time to unite the Danvers and Georgetown, which was made a part of the system of the Newburyport Railroad, with the Boston and Maine, but it was not successful. Some of the bonds were taken at this time for seventy-five cents on the dollar, but the Boston and Maine gave only sixty cents on the dollar, in 1860, when it took the lease of the road.

Stephen Osgood, of Georgetown, tells us in one of his poems, supposed to have been the interpretation of a dream, just how the public regarded the Boston and Maine, and we can see how unjust this sentiment was, and realize that today the sentiment against the road is prompted on just as unfair grounds. He relates :

“ I then discovered in my dream
 An unknown monster moved by steam,
 Spitting smoke and fiery streams
 And breaking forth in hellish screams.
 Cattle and men it inward hurled
 And threatened to engulf the world.
 My curiosity took wing
 On seeing this infernal thing,
 To learn its mission and its name,
 Where it was bound and whence it came.
 Nor did I long remain in doubt
 For a demon stuck his nozzle out
 And wrote in fiery letters plain,
 B. & M.—‘ Boston and Maine.’
 The people yelled with indignation,
 ‘ Tis the spirit of that corporation !
 ‘Twas born,’ cried out unearthly legions,
 ‘ Down deep in the infernal regions
 And if not saved by long probation
 That place will be its destination ! ’
 In front, and laughing at the sport,
 Was one marked Danvers and Newburyport.
 The B. & M. with swaggering gait
 Moved forward toward the tempting bait,
 Opened its jaws to swallow down
 The unlucky Danvers and Georgetown,

But found him, although young and slim,
 Quite too many guns for him.
 The monster tried, but all in vain,
 To swallow the little one again.
 Said Spool, with one derisive laugh,
 ' You don't catch this old bird with chaff,
 You will soon discover, with dismay
 That swallowing railroads will not pay.' "

A Topsfield man, although having received large damages for the land taken by the road, was much opposed to it, and attributed all calamities, even the weather, to the corporation. It is said that if he found any of his hens dead, either inside the coop or out, he would present the dead bird to the attorney with a claim for damages against the railroad. He termed the locomotives "smoke-carts," and as he reserved a right of way across the railroad from one of his pastures to the other, he made it a point to cross in front of the train so that it would be obliged to stop for him to pass.

In 1845, the first agitation for a road from Danvers to the line of the Boston and Maine at South Reading, now Wakefield, was started. On November 7th of that year, a large meeting was held in Lynnfield for the purpose of arousing enthusiasm, and at other dates meetings were held in the different towns along the proposed line. This early movement was not fruitful. On March 15, 1852, William D. Northend, George J. Tenney, Asa Pingree, Joseph S. Black and Gilbert Tapley, were incorporated as the "Danvers Railroad Company," with the power to construct a railroad from "some convenient point on the line of the Danvers and Georgetown Railroad in North Danvers, thence running through the towns of Reading, Lynnfield, and South Reading, or either of said towns, to unite with the Boston and Maine Railroad, or the South Reading Branch Railroad, at some convenient point in said South Reading," with a right to cross the Essex and Salem and Lowell Railroads. The capital stock was to be \$100,000. Under the section on the Danvers and Georgetown, the relation of the Boston and Maine toward

the Danvers Railroad is also treated. The ground was first broken on August 8, 1853 and in the Salem Gazette of the following day we read that, "a large number of persons assembled at Locust Dale, West Danvers, yesterday afternoon for the purpose of joining in the ceremony of 'breaking ground' for the commencement of the Danvers Railroad. A circle being formed, the President of the Company, W. D. Northend, Esq., invited Hon. C. W. Upham to open the services, by throwing the first shovel full. To this request, Mr. Upham acceded, with a brief and humorous remark or two. . . . Mr. Northend then took hold, and other gentlemen by his invitation, and the carts were soon filled with their first load, which was taken from land of Mr. Elijah Pope. Meanwhile the ladies of the neighborhood had accomplished the task which they had undertaken at a few hours' notice, of preparing a collation, which they had set out in a pleasant locust grove on the farm of Mr. Elias Needham, and which, from its abundance, excellent quality, and neat arrangement, did great credit to their hospitality, good housewifery, and good taste. The invitation being announced by the president, the company repaired to the tables, where they found a bountiful supply, and were waited upon by their fair and hospitable entertainers."

The contract for grading and masonry was let to Murphy and Quealy.

The Danvers and the Danvers and Georgetown railroads were given the power, on April 30, 1852, to form a corporate union under the name of the Danvers and Georgetown Railroad, and also were given power to enter on the Newburyport Railroad at Georgetown, and in addition could lease their roads to the Eastern or to the Boston and Maine. The charter of the Danvers Railroad was petitioned for by the directors of the Danvers and Georgetown for the purpose of extending their railroad to the line of the Boston and Maine at South Reading. On account of negotiations between the Danvers and Georgetown and the Eastern Railroad companies, the subscription books of the Danvers Railroad were not opened the first year. In 1852 so small a part of the stock re-

quired by the charter was subscribed for that the directors redoubled their already strenuous efforts to secure additional subscriptions, and after a time became satisfied that it would be impossible to obtain the required amount on the line of the railroad, and therefore, in January, 1853, they applied to the directors of the Boston and Maine for assistance, but without success. In February, following, a bill was put before the Legislature to allow a consolidation with the Danvers and Georgetown and the Newburyport Railroads, and requesting authority for the company to receive subscriptions to their capital stock from the Boston and Maine to an amount not exceeding \$40,000. The Eastern Railroad made a strong effort in both branches of the Legislature to prevent the passage of this bill, but finally offered to withdraw opposition on condition that the company should have the same authority to receive subscriptions from the Eastern and the Essex Railroad Companies as from the Boston and Maine. The bill, as amended, was passed to be enacted May 2, 1853. Application was then made to the Boston and Maine to avail itself of the authority conferred by the act. This it declined to do, but at last offered to take a lease of the Danvers Railroad, provided an agreement could be made with the Danvers and Georgetown and Newburyport for the joint operation of their respective railroads. This arrangement was made, and on May 30th a lease of the Danvers to the Boston and Maine was executed for one hundred years.

The Boston and Maine agreed to pay at the rate of 5 per cent per annum on the cost of the railroad, payable semi-annually, the cost of the road being limited to \$150,000, and also agreed to render to the Danvers Railroad Company a report of all the receipts and expenditures one month after the make up of their annual accounts, and if it appeared that they had received more than the cost of maintenance, they were to return the excess to the Danvers Railroad Company. The Danvers Railroad, on its part, was to execute \$125,000 of notes or obligations, with interest coupons; these and the coupons were to be endorsed by the Boston and Maine, and paid by them at

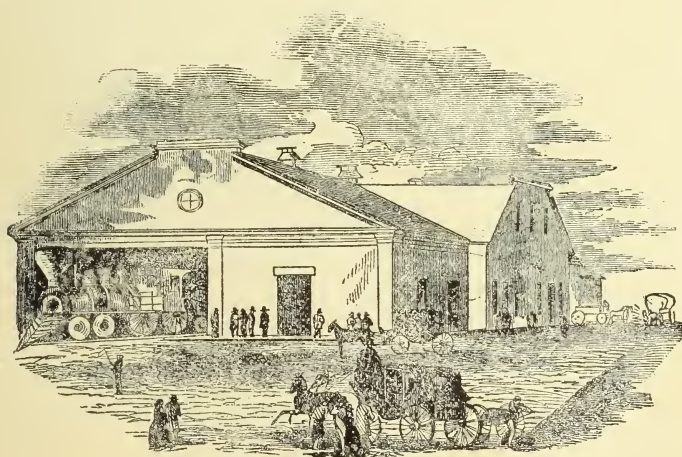
maturity. The cost of the Danvers was limited to \$150,000, although it was capitalized for only \$100,000, but with the ending of the year 1854, shortly after the cars had commenced running for public travel, the nine miles and 1048 feet had cost \$118,031.36, which did not include many damage suits against the road, nor were the stations completed. The next year the cost was brought up to \$195,414.17, and in 1860 it was \$236,277.36, and of the capital stock only \$65,580 had been paid in; the rest was charged to a funded and a floating debt. While the Danvers and the Danvers and Georgetown were opened for inspection on August 31st and September 2d, 1854, they were not opened for public travel till October 23d, 1854.

The Boston Transcript of October 24, 1854, says: "It was a great day for the hard working citizens of several towns of Essex County on Monday, October 23d, when a new route between Boston and Newburyport was opened to the public. This road connects with the Boston and Maine at South Reading [Wakefield], and passes through Lynnfield, Tapleyville, North Danvers, Topsfield, Boxford, Georgetown, Newbury and Newburyport. We understand that a large number of persons from Georgetown, Boxford and Topsfield, who had never travelled with a steam horse, ventured the experiment of jumping on and trying him. Several hardy, healthy looking strangers were seen gazing at the new goods in the shop windows in this city after the trains arrived. The 'old folks' and the young folks got home without any damage to 'life or limb,' and were highly delighted with the new conveyance."

The schedule of trains on and after Oct. 23d was as follows: Trains leave Newburyport for Boston at 7.45 and 11 A. M., 1.45 and 5 P. M., arriving at Boston at 9.19 and 12.40 A. M. and 3.23 and 6.40 P. M. Trains leave Boston for Newburyport at 8.05 A. M. and 12 M.; 3 and 5.30 P. M., arriving at Newburyport at 9.43 A. M., 1.33, 4.33 and 7.04 P. M. This made the trip from Boston to Newburyport last about one hour and thirty-four minutes, and it was accomplished by wood-burning engines. In 1858 a saving of 36 per cent., or \$1500 a year, was accomplished by the substitution of coal for wood. The fare



TOPSFIELD RAILROAD STATION
Erected in 1854. From photograph taken about 1872



EASTERN RAILROAD STATION AT NEWBURYPORT
From a wood engraving made in 1854

was nearly the same as it is to-day. Though many said the road could never pay, others were more hopeful, and said in its favor that the road passed through "the village of Byfield, that has much improved within the last half dozen years, and Georgetown, that is full of Yankee shoemakers, . . . and Boxford, where lots of ship lumber is shipped from, and Topsfield, that is now reached by the steam horse for the first time," and continuing, said that "the new road is in prime order, and is furnished with a lot of first-class cars and obliging conductors."

Engines were changed at North Danvers, but the cars ran through from Newburyport to Boston.

After the Danvers and Georgetown became a part of the Newburyport Railroad Company, that company's credit seems to have vanished, for the third President of the road, George Cogswell of Bradford, together with George J. Tenney and Samuel Little of the directors, were obliged to become personally responsible for all bills. Though the Newburyport Railroad Co. gave a note July 14, 1855, for 24 months, to the Boston Locomotive Works, the release from that company was to Cogswell, Tenney and Little for all "right and title in two locomotives called the Newburyport and the Yankee with their tenders." Those engines cost \$6000, and when it is understood that a good engine today costs from \$12,000 to \$15,000, the directors of the Newburyport Railroad cannot be considered extravagant. All the coal shipped to the railroad, was consigned to Tenney, Little and Cogswell, it costing all the way from \$3.00 to \$5.50 per ton. These three also owned the freight cars, for George Cogswell received from the railroad \$33.33, for the use of 1-3 of five freight cars from Nov. 15 to Dec. 15, 1856. The shippers along the line of the road were given annual passes in consideration of their freight business. One man, for a loan of \$400, received a pass for one year for himself and family.

The Newburyport Railroad, through its president, George Cogswell, under date of Dec. 17, 1855, reported as follows regarding the lease agreement of 1853: "some two years since the Boston and Maine Railroad con-

tracted through the Danvers Railroad Company, to give to the trains of the Newburyport Railroad some important privileges over their railroad for the business to and from Boston, which contract was for the term of one hundred years; and made at the solicitation of the Boston and Maine. Your Directors have already had ground for complaint. . . . On the fourteenth day of July, 1855, the Boston and Maine Railroad and the Eastern Railroad Company made an indenture, each with the other, by the terms of which the through business between Boston and the different stations upon the line of the Newburyport Railroad is parceled out and divided between them."

This agreement, taken as a whole, meant that anything above the actual expense, could not come back to the Newburyport or the Danvers Railroads, and that all business from Haverhill to Boston was to be considered as Boston and Maine business, and all from Newburyport to Boston as the Eastern business. The Boston and Maine, in their agreement, had promised the Newburyport Railroad, that their trains should be run express to Boston from South Reading. This they did not do, and the Legislature, at last, passed an act compelling them, which act was not repealed for several years. The Danvers also made trouble for the Boston and Maine, as they had refused to pay for the increase of expense over the sum set for the outside cost of the road. They also taxed them with the fact that they were not consulted regarding the agreement with the Eastern and that they were not paying any attention whatever to the time advertised for the starting of the Newburyport trains from Boston. An appeal was made to the legislature to put the matter into the hands of the County Commissioners of Essex County. This was strongly fought by the Boston and Maine and was of considerable importance in the legislative session of that year. There is an abundance of material in relation to these controversies. During the controversy, however, the Boston and Maine acknowledged that their only reason for helping this "middle road" was "as a means of offence and defence, against the Eastern, if occasion should require its use." On May 30, 1857, an act was passed in favor of

the Danvers Railroad, but it was repealed March 10, 1860, as a lease of both the Newburyport and the Danvers was made stronger for the Boston and Maine at this time.

The Eastern Railroad, during the few months prior to the lease of 1860, had cut the prices on freight just one-half, making it impossible for the Newburyport to get any business from the city of Newburyport. The latter railroad therefore was limited to Haverhill for its principal freight receipts from which city it was carrying about 6,000 cases of shoes per month. On November 3, 1859, at a meeting held in Georgetown, the directors of the Newburyport Railroad Company were "unanimously" authorized "to lease the road" and on February 21, 1860, the road was leased to the Boston and Maine for one hundred years. The directors of the Newburyport Railroad, not exceeding five in number, "were to be allowed at all times, to pass free over said railroad," and the Boston and Maine agreed "to advance and pay the sum of \$225,000," which was payable on bonds due at future dates. Some of the bondholders had obtained these bonds as low as 10 per cent., and by this lease the Boston and Maine stood back of all the bonds, which amounted to about \$400,000, and a third of which were held by the Boston and Maine. The stock at this time sold for about one dollar a share. The total cost of the Newburyport Railroad, 14 miles and 3073 feet in length, and the Danvers and Georgetown, 12 miles and 2095 feet in length, which composed the Newburyport Railroad Company, amounted to \$597,386.33, as is shown in the report for 1860.

From October 1, 1854, till November 30, 1855, the receipts of the Newburyport Railroad were \$39,030.97 from passengers, express business, etc., and \$11,844.91 from freight, or a total amount of \$50,875.91. The expense of operating had been: For wages, salaries, repairs on road and incidentals, \$17,582.03; for fuel, \$13,368.94; oil, \$819.40; repairs of locomotives and cars, \$3,164.67; and for taxes and insurance, \$157.96; or a total expense of \$35,093, leaving net earnings of \$15,782.91. The interest on the funded and floating debt amounted to \$15,369.43, and the net balance therefore was \$413.48.

36 THE NEWBURYPORT AND DANVERS RAILROADS.

The cost of the road at this time was as follows :

	Dr.	
Engineering,	\$ 13,154.82	
Land, land damages and fences,	65,286.41	
Graduation and masonry,	197,456.30	
Superstructure and iron,	175,427.68	
Station buildings, fixtures,	19,723.62	
Locomotives,	30,872.46	
Passenger and baggage cars,	10,850.00	
Merchandise cars,	15,977.01	
Interest and other expenses of construction,	58,505.76	
Newburyport machine shop,	5,369.63	
	<hr/>	\$592,623.69
Notes receivable,	\$14,020.61	
Cash,	17.93	
Balance, sundry amounts,	6,244.12	
	<hr/>	20,282.66
		<hr/>
		\$612,906.35
	Cr.	
Stock,	\$218,950.02	
Mortgage bonds,	137,200.00	
Notes payable,	220,677.16	
Income,	6,404.61	
Balance of sundry accts.,	29,874.56	
	<hr/>	\$612,906.35

On Oct. 11, 1855, the whole amount of the liabilities of the directors of the Newburyport Railroad Company for notes and debts of said company, unsecured, was as follows : George J. Tenney, \$66,111.95 ; Samuel Little, \$21,856.63 ; Samuel Little, G. J. Tenney and Thomas Perley, \$11,970 ; Thomas Perley, \$3,870 ; and J. S. Black, \$2,786.63 ; total, \$106,595.21.

The salaries and wages of the road were as follows :

<i>Train Men.</i>	<i>Per month.</i>
2 Passenger conductors,	\$50.00
1 Freight conductor,	35.00
3 Engineers,	60.00
3 Firemen,	30.00
1 Baggage master,	35.00
1 Baggage master,	26.00
1 Brakeman, passenger train,	30.00
1 Brakeman, freight train,	30.00

Newburyport Station.

1 Freight clerk and ticket seller,	\$50.00
1 Station agent,	40.00
1 Switchman and baggage-master,	35.00
1 Watchman,	26.00
2 Wood sawers,	26.00
1 Signal man, Eastern Railroad crossing,	10.00

Byfield Station.

1 Station agent,	\$16.67
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Georgetown Station.

1 Station agent,	\$39.00
1 Switchman,	35.00

Groveland Station.

1 Station agent,	\$27.00
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Haverhill Bridge Station.

1 Station agent,	\$39.00
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Bradford Junction Station.

1 Ticket seller—our proportion,	\$5.00
1 Switchman and wood-sawer,	30.00

Boxford Station.

1 Station agent,	\$8.67
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Topsfield Station.

1 Station agent,	\$26.67
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North Danvers Station.

1 Station agent—our proportion,	\$8.67
1 Flagman and wood-sawer,	26.00

Repairs of Engines and Cars.

1 Machinist,	\$45.50
1 " ,	39.00
1 Carpenter,	45.50
1 Blacksmith,	34.66
1 " ,	29.25

Repairs of Track.

13 men, average per month.	\$28.50.
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Officers.

George Cogswell, President,	\$1,200.00 per year.
A. Kimball, Jr., Superintendent,	1,500.00 “
M. E. Hale, Treasurer and Clerk,	1,000.00 “
A. W. Greenleaf, Ass't in Treasurer's office (Ticket Dept.),	50.00 “

For the fourteen months ending October 31, 1855, the total number of passengers carried on the road with regular tickets was 97,760; on season tickets, 12,270; a total of 110,036. The number of miles travelled by regular ticket passengers was 1,018,524; estimated number of miles by season ticket and miscellaneous passengers, 127,828; total miles, 1,146,352. The number of miles run by passenger trains was 63,584; by freight trains 12,480; total 76,064.

The Danvers and the Danvers and Georgetown Railroads both began to run trains before their stations were finished. The Danvers, according to the lease made with the Boston and Maine, was to have a station house at North Danvers, Tapleyville, the junction of the Danvers and the Salem and Lowell, Lynnfield Centre, and South Reading. The present Danvers Junction station was built in 1887; the Collins Street in 1895; and the Lowell Street in 1894.

When the Danvers and Georgetown was first operated, there was some opposition to stopping the trains at South Georgetown, as it was so near the Georgetown station. John A. Lovering of South Georgetown accordingly placed a building on his own land convenient to the track and this was used as a station for several years, though a flag station. For a short time this stop was discontinued, and another used about one-eighth of a mile lower down the track. The present South Georgetown station was built in 1893.

The present Boxford station is the original building that was erected in 1853. It differs from other stations on the line in that it was built to accomodate the family of the agent. The first agent was S. Page Lake of Topsfield who was successively followed by John Hale, jr., Samuel McKenzie, William J. Badger, Charles W. Gardner and Albert

G. Hurlburt. At the beginning of the Civil War several regiments were quartered on the old Boxford training ground near the railroad and a side track and small station were built for their accomodation.

The Topsfield station was formerly on Main street. The new station on Park street was built in 1897. Topsfield used to be the watering place for the Danvers and Georgetown engines, the water supply being taken from Price's hill, so called. Fred Merriam, the first station master, occupied that position for many years. In his spare moments he used to make cigars in the station, and sold them about the town.

John W. Pillsbury and ——— Batchelder were two of the early conductors, and Joe Hoyt was an early brakeman. William Smith, engineer, and James Carey, fireman, operated one of the early engines.

On September 7, 1905, the Newburyport Railroad Company, voted to pay three dollars a share for all outstanding stock, and on October 11, 1905 the Danvers Railroad Company took the same action. The president, treasurer and directors of these companies at that time were the officers of the Boston and Maine Railroad. Most of the stock was purchased, but few of the certificates were found to be in existence. On September 28, 1906, the Boston and Maine Railroad was authorized to issue \$306,000, 20 year, 4 per cent. bonds to acquire title to the Newburyport Railroad, and also to issue \$152,000, 4 per cent. 20 year bonds to acquire title to the Danvers Railroad. These roads accordingly passed out of existence forever.

THE RESTORATION OF ENSIGN JOHN GOULD'S COMMISSION IN 1679.

To the Honoured & Worp^l the Council of the Colony of the Massachusetts, the humble Request of the welaffected Inhabitants of Topsfield.

Sheweth: That Whereas sometime since you were pleased to take away the commission ffrom & to Disinfranchise our cheif officar, Ensign John Gold there beeing then some vncomfortable misvnderstandings amongst some of us, all w^{ch} through Gods goodness being since removed & much peace & love (we hope) now fixed amongst us, as also o^r Ensign generally received by the Military Company & also Joyned to the church here & much more w^{ch} we could say in the case as argumentative.

We Doe most earnestly Begg that yo^r Honor^s would be pleas^d To restore him to his freedom againe & to his former Comission or an higher, in which doing you will highly engage vs to him & one an other & most of all to yo^r hono^red selves & we shall ever pray that God would confirme & blesse yo^r authority ouer us, who are allready & shall Desire to approue o^rselves yo^rs in all fidelity, Loyall Servants vnder his majesty.

Sarg^t John Pabody

John Comins

Sarg^t Isack Comins

John How

Sarg^t Ephrim Dorman

Jacob Town

Topsfield: March 1st 78-79.

March 26, 1679. In Answer to the petition of the Inhabitants of Topsfield the Council Judgeth it meete to grant their request Restoring Ensigne Gold to his former freedome as also to his Ensignes place. By y^e Council.

Edw^d Rawson, Secrety

Mass. Archives, Vol. 69, leaf 221.

THE
EARLY RECORDS OF THE TOWN OF
TOPSFIELD, MASS.

(Continued from Vol. XI, page 172.)

John Averell and John Curtis are chosen Constables for y^e year Insuing. Voted

Lieu^t Tobijah Perkins, Deac Samuel Howlett, Thomas Howlett, Joseph Town and Samuel Stanley are chosen Select Men for y^e year Insuing. Voted

Phillip Knight: Joseph Borman and Ephraim Willds are chosen surveyors of high-ways for the year Insuing Voted

Clerke Elisha Perkins and Thomas Town are Chosen fence viewers for the year Insuing Voted

Sar. John Hovey: John Courtis and Thomas Dorman are Chosen Tithingmen for the year Insuing. Voted

Corpⁿ Jacob Town is Chosen to serve on the Grand Jury and Timothy Perkins the 2d is Chosen to serve on the Jury of Trials at next Ipswich Court. Voted

The Town Officers above named being Summoned to appear: appeared before the Select-Men Instantly after the meeting was dissolved; at Cap^t Hows House on y^e Same Day they were chosen: and were all Sworne to the faithfull discharge of their respective Officies by the Select Men

Atteste Samuel Stanley Town Clerke for Topsfield

Boston March 16th 1710

Rec^d of M^r Zacheus Gould Const^a of Topsfield by M^r Tobijah Perkins fforty seven pounds fourteen shillings & five pence in part rec^d for M^r James Taylor Treas^r Pr John Wheelwright.

Copia vera Attests Samuel Stanley Town Clerk for Topsfield

At a Lawfull Meeting of y^e Selectmen on y^e second Day of April 1711 Said Selectmen agreed and Lay^d out a highway from the Land of Daniel Waters and Goodman Robinsons to the Town Bridge over the River beginning at two Red oake Trees Standing by s^d Waterses and Robinsons Land along by y^e Northwest End by William Townses Barn: and so on as y^e old Cartway now goes by William Townses House; and so along in the Lane to Joseph Towns Sen^r House; and from thence as the olde Cart way goes to the Causey that goes to the fore s^d Town Bridge

Tobijah Perkins
Samuel Howlett
Thomas Howlett

the 9th May 1711

At a Lawfull Meeting of the Inhabitants of the Town of Topsfield Lieu^t Tobijah Perkins is chosen Representative for y^e year Insuing Voted

Cap^t John How M^r Isaac Peabody and Deac. Thomas Dor- man are Chosen to serve on y^e Grand Jury: and Lieu^t Daniel Redington Sarj^t John Curtis and John Hovey Jun^r are Chosen to serve on y^e Jury of trials at the Superiour Court next holden at Ipswich Voted

the Town Granted liberty to several young men to raise the hinde Seat of the West Gallery in y^e Meeting House Voted

At a Lawfull Meeting of the Selectmen May 9th 1711 Samuel Stanley was chosen Schoolmaster for y^e year Insuing for y^e Town of Topsfield Voted

At a Lawfull meeting of y^e freeholders and other Inhabitants Quallified for voting as the Law directs Michael Dwaniel

Jun^r is Chosen to serve on the Jury of trials at Newbury Court to be holden on y^e last Tuesday Insta:

Topsfield Sept 17th 1711

Voted

Boston Sep^t 4 1711

Rec^d of M^r Thomas Robinson Consta of Topsfield Twenty Six Pounds two shillings & five pence in full received for m^r James Taylor Treas^r

P^r Theo: Lilli

Boston Jan^{ry} 5th 1711.

Rec^d of m^r Zacheus Gould Consta: of Topsfield Twenty-five pounds Two shillings and Seven pence in full recev^d for my ffather m^r James Taylor Treasurer

P^r William Taylor

a true Copy attest Sam^{ll} Stanley T. Clerke for Tops^d

Att a Lawfull & General meeting of y^e Town of Topsfield on March the fourth 1711 ^{or} 12 Leiv^t Tobijah Perkins is Chosen Moderator for s^d Day

Voted

Samuel Stanley is Chosen Town Clerke for y^e year Insuing

Voted

Nathaniel Borman and Nathaniel Porter are Chosen Constables for the year Insuing

Voted

Sarj^t Thomas Howlett; Corp^{ll} Joseph Town; Clerke Elisha Perkins; Amos Dorman and John ffrench are Chosen Selectmen for the Year Insuing

Voted

William Porter, Jacob Estey; and Ebenezer Averell are Chosen Surveyors of high wayes for the Year Insuing

Voted

Benjamin Bixby John Cummings and Zacheus Gould are Chosen Tithing-Men for the Year Insuing

Voted

Sarj^t John Gould and Sarj^t Daniel Clarke Chosen ffence viewers for the Year Insuing

Voted

Ens: Timothy Perkins is Chosen Grand jury man for the
year Insuing Voted

Nathaniel Averell is Chosen to serve on y^e Jury of trials
at Ipswich Court next Voted

Samuel Stanley is Chosen School Master for y^e year Insu-
ing Voted

The Town officers above Named were Sworn to the faith-
full discharg of their respective Offices before the Selectmen
Instantly after the Town Meeting on y^e above s^d 4th Day of
March 1711 or 12

as attest Sam^{ll} Stanley Town Clerke for Topsfield,

At a Lawfull Meeting of the Inhabitants of the Town of
Topsfield on y^e Eleaventh Day of March 1711 or 12 the
Town agreed the Selectmen Should appoint Men to Peram-
bulate with Boxford men on a line between Topsfield & Box-
ford Voted

Att a Lawfull Meeting of y^e Inhabitants of y^e Town of
Topsfield the 24th Day of Ap^{ll} 1712 Daniel Clarke & Ephraim
Willds was Chosen to Serve on the Grand Jury at the Super-
iour Court to be holden at Ipswich on may 20th 1712 and
Ebenezer Averell; Thomas Dorman and Zacheus Gould are
Chosen to serve on the Jury of trials at Said Court Voted

At a Meeting of y^e Selectmen Aprill 3^d 1712
for Topsfield Line M^r Benjamin Putnum M^r Samuel Nurse
Sen^r M^r James Phillips Them or y^e Maj^r part of them are
appointed to meet with Such persons as Topsfield men Shall
appoint; at the house of Deac Edward Putnum at Nine of
y^e Clock in y^e fore Noon to Parambulate and renew the
Bounds betwee the S^d Towns on april the 17th being Thurs-
day

Salem Ap^{ll} 3^d 1712; Attest Walter Price Town Cler

Copia vera attest Sam^{ll} Stanley Town Cler

Wee whose Names are under Writen being Chosen by S^d Towns of Salem and Topsfield to perambulate upon the Bounds between y^e s^d Towns have accordingly owned & Renewed them—viz a Red Oak Tree with a heap of Stones as is Commonly Called Crumwells Rock near Ipswich River; from thence to a heap of Stons betwee three White Oak Trees by a great Assh Swamp then—to heap of Stons near Nickolsis Brook; then to a heap of Stons about a Dry Tree; near the head of Smiths Meadow; then to a Crooked Tree with Stons at it near Wenham—highway Dat^d 17th Ap^l 1712
 for Topsfield Elisha Perkins Joseph Town John Curtis
 for Salem Benjamin Putnam James Phillips

A true Copy attest Sam^l Stanley Town Cler

At a Lawfull Meeting of y^e Select Men; M^r Thomas Kimball; Benjamin ffiske and John Kimball; are appointed & Impowered & desiered to meet with y^e Select Men of Topsfield; or such as they have appointed; at the Bound Tree near the Causway on Topsfield Shore; on the 14th of May Instant at about Nine of the Clock in y^e fore Noon on S^d Day; and with them to perambulate on y^e Bounds between Wenham and Topsfield.

by order of the Select Men

William Rogerers Town Clerk

Copia vera Attest Sam^l Stanley Town Cler

We whose Names are under Writen being appointed by the Select Men of Wenham to renew Bounds with Topsfield; we have met and owned and renewed them this 14th Day of May 1712.

Thomas Kimball
 John Kimball

at a Lawfull meeting of y^e Town of Topsfield on the 17th Day of Sept^r 1712 Ivory Hovey is Chosen to serve on y^e Jury of trials at Newbury Court next on y^e last tuesday of this Ins^t Sept^r 1712

voted

Copia attest Sam^l Stanley Town Cler

Att a Lawfull meeting of y^e Inhabitants of y^e Town of Topsfield on the tenth Day of June 1712 The Town agreed to petition to y^e General Court for a rehearing of the Case between Topsfield and Boxford Voted

the Town agreed with and Impowered the Select Men to prefer a petition to y^e Hon^d General Court; in behalfe of y^e Town; for a rehearsing of the Case between Topsfield and Boxford Concerning the Line between the S^d Towns Voted

Aug^t 26th 1712

the Selectmen took the oath of Assessors before me

Samuel Stanley Town Clerke

At a Lawfull Meeting of y^e Inhabitants of y^e Town of Topsfield on the 23^d Day of December 1712, Elisha Perkins, Daniel Clarke and John Hovey Jun^r are chosen Agents or Attorneys to Joyne with our Representative in behalfe of y^e Town to Manage our Towns petition now in the General Court for a rehearing of y^e case between Boxford and Topsfield: and they are fully Impowered to Chuse an Attorney or Att'neys for y^e manageing of the case afore^{s^d} and Town will bear them out in all their Lawfull proceeding therein voted

At a Lawfull & General meeting of the Town of Topsfield on the third Day of March 17¹²₁₃ Deacⁿ Samuel Howlett was chosen Moderator for the Day voted

Samuel Stanley is chosen Town Clerke for the Year Insuing voted

Deacⁿ Samuel Howlet, Corp^l Jacob Town Ebenezer Averell, Joseph Town Tersus and Samuel Stanley are Chosen Select men for y^e year Insuing voted

Thomas Town and Jacob Eastey are chosen Constables for y^e year Insuing voted

Sarj^t Daniel Clarke, John ffrench and Amos Dorman are
chosen Surveyers of high Wayes for the year Insuing voted

Benjamin Bixby and Zacheus Gould are chosen ffence
Viewers for y^e year Insuing voted

Phillip Knight, John Averell and John Hovey Jun^r are
chosen Tithing for the year Insuing voted

Joseph Borman is Chosen to serve on y^e Grand Jury for y^e
year Insuing voted

Jacob Robinson is chosen to serve on y^e Jury of Trials at
Ipswich Court next voted

Samuel Stanley is chosen Schoolmaster for the year Insu-
ing voted

Where as Thomas Town and Jacob Eastey were at the
General Town Meeting on y^e 3^d of March 17¹²₁₈ Chosen Con-
stables for the Town of Topsfield; and Sarj^t Daniel Clarke;
John ffrench and Amos Dorman were chosen Surveyers of
high wayes; and Benjamin Bixby and Zacheus Gould were
Chosen ffence viewers and Phillip Knight, Sarj^t John Averell
and John Hovey Jnn^r were chosen TithingMen; They were
all Sworn to the faithfull discharge of their Respecting Offi-
cers (Excepting Phillip Knight) on y^e 3^d Day and sixth Day
of the moneth above^{sd} by the Selectmen: and Entred by
their order

attests Samuel Stanley Town Clerke for Topsfield

Rec^d of M^r John Averell Constable of Topsfield: Boston
Jana^y 23 1712 Six Pounds Eleaven Shillings and three pence
in full by me Eph; Will; rec^d for my father James Taylor
Treas^r

p^r William Taylor

Copia vera attests Samuel Stanley T Cler, Tops^d

At a Lawfull meeting of the Town of Topsfield the Tenth Day of March 171 $\frac{3}{4}$ the Town agreed that if any person or persons Shall presume to Cut down any Wood or Timber upon our Town Common and cary out of Town, or make any Coal of Wood taken upon our Town Common and Carry out of Town, or Carry Logs to Saw-Mills to make Plank and carry out of Town or Slit work, or fall Trees for Bark and Carry out of Town shall forfeit for Every Tree of one foot over & upward, the Sum of Twenty Shillings; and for Every Tree or Pole under a foot over the Sum of tenn Shillings; and for Every Load of Coal the Sum of Twenty Shillings; and for Every Corde of Bark Twenty Shillings; and for all corde Wood or long wood take upon our s^d Town Common and Carried out of Town; Shall pay after the Rate of Twenty Shillings P^r board or Load voted

Corp^l Jacob Town, Sarj Daniel Clarke and John Hovey Jun^r are Chosen and Impowered to prosecute any that shall transgress in any of the perticulers above mentioned: and the Town will bear them out in all their Lawfull proceedings therein voted

At a Lawfull Meeting of y^e Inhabitants of y^e Town of Topsfield on the Sixth Day of May 1713 Corp^l Jacob Town is chosen Representitive for the year Insuing voted

Liev^t Tobijah Perkins and Lievt Daniel Redington are chosen to serve on y^e Jury that is on y^e Grand Jury at y^e Superiour Court next to be holden at Ipswich voted

John Curtis Jun^r Corp^l Joseph Town and Sar^t Isaac Eastey are chosen to serve on the Jury of trials at the court afore^{sd} voted

The Town granted to M^r Isaac Peabody the Brook from y^e Damm upwards as far as the Brook is common voted

Cap^t Thomas Baker, Deac Thomas Dorman; Sarj^t Daniel Clarke, Thomas Dorman and Jesse Dorman Entered their Contrary Decents against the above said vote

Att a Lawfull Meeting of y^e Select Men on y^e 22^d Day of Aug^t 1712 the Select Men took the Oath of Assessors before me Samuel Stanley Town Clerke

Att a Lawfull Town Meeting on y^e Ninth Lay of Septem^r, 1713 Amos Dorman was Chosen to Serve on y^e Jury of trials at Newbury Court next Insuing y^e Date of this meeting

Boston June 24th 1712

Rec^d of M^r Nathaniel Borman Const^{ll} of Topsfield Twenty one Pound in part rec^d for my father James Taylor, Treas-
urer
P^r William Taylor

Boston Decem^r 8th 1711 Rec^d of M^r Nath^{ll} Borman Consta^{ll} of Topsfield Forty Pounds Eight Shillings & Six pence in part recd. for my father James Tayl^r Treas^r

Boston Sep^t 28th 1713 Rec^d of M^r Nath^{ll} Borman Consta of Topsfield ten pounds and fourteen shillings & Eight pence in p^t rec^d for M^r James Taylor Treas P^r William Taylor.

Boston Octo 8th 1713 Rec^d of M^r Nath^{ll} Borman Consta of Topsfield Three Pounds & three Shillings in p^t rec^d P^r his Brother, for my father James Taylor, Treas P^r William Taylor,

Boston Octo^r 30th 1713 Rec^d of M^r Nath^{ll} Borman Consta. of Topsfield Twenty Pounds Nine Shillings & Six pence in p^t for my father James Taylor, Treasur, P^r William Taylor

Boston Decem^r 29th 1713 Rec^d of M^r Nathaniel Borman Consta of Topsfield Two Pounds & Seventeen Shillings & four pence in full by M^r Capen for my father, James Taylor, Treasur, P^r William Taylor

True Copyes as attest Samuel Stanley Town cler

Ipswich ffeb 22: 1713

Rec^d of M^r John Averell Constable the Sum of four Pounds Twelve Shillings and four pence for y^e County Rate for y^e year 1711 for y^e Town of Topsfield Rec^d P^r me John Apleton Treas^r

a true Copy as Attests Sam^l Stanley Town Cler

At Topsfield annual Meeting for the year 171³/₄ Samuel Stanley is Chosen Town Clerke for the year Insuing voted

Corp^l Joseph Gould and Thomas Cave are chosen Constables for y^e year Insuing voted

Clerke Elisha Perkins; John Town; Jacob Peabody and Joseph Knight are Chosen Surveyers of High Wayes for the year Insuing Voted

Sarj^t Isaac Estey and Amos Dorman are Chosen ffence viewers for the year Insuing voted

Sarj^t John Hovey; Job Averell and Sarj^t Daniel Clarke are chosen Tithing men for the year Insuing voted

John ffrench is Chosen Grand Jury for the year: and M^r Simond Bradstreet is Chosen to Serve on the Jury of Trials at Ipswich Court next voted

Samuel Stanley is chosen School Master for the year Insuing voted

the Town have agreed to give Samuel Stanley forty Shillings to keep School voted

Nathaniel Wood; Michael Dwaniel and Nathaniel Borman are chosen Hog constables for the Year Insuiug voted

The Town agreed to allow M^r Capen Six Pounds; to clear the Town of the arears of the ministers Rates Due to M^r Capen from Boxford voted

the Town granted Liberty Sum young men to rais afourth Seat in the front Gallery next to the wall; provided that if any out Townsmen shall Joyn with them; they shall pay to the ministers Rate as our Towns young men do voted

at a lawfull Meeting of the Select men on the Second Day of March: and on the Eightth Day of March 1713³/₄ the Town Officers for the Insuing year Were all Sworn to the faithfull discharge of their Respective Offices before the Select-men; accept Job Averell & Nathaniel Borman

Attests Samuel Stanley Town Cler

At a Lawfull meeting of y^e Inhabitants of y^e Town of Topsfield on y^e 14th Day May 1714 Liev^t Tobijah Perkins is Chosen Representative for y^e year Insuing voted

Cap^t John How; M^r Isaac Peabody and Deac Samuel Howlett are Chosen to serve on y^e Grand Jury at y^e Superiour Court to be holden next at Ipswich voted

Liev^t Daniel Redington; En^s Timothy Perkins and Corp^l Ebenezer Averell are chosen to Serve on the Jury of Trials at y^e Court aforesaid voted

Corp^l Jacob Town is chosen fence viewers for y^e year Insuing voted

Benjamin Bixby is chosen a Surveyer of Highways for y^e year Insuing voted

m^r Isaac Peabody; Sarj^t John Gould and William Town are Chosen & Impowered as Agents or Attorneys for y^e Town to Examin and Settle Bounds between the Town Common and mens Proprieties and where it may be made to appear that any man hath Incroched on upon our Town Common by ffencing in or any other way laying clame to any of our Town common to be his own peculer; our aforesaid Agents or Attorneys; are hereby fully Impowered by the Town to use all Legal methods in y^e Law for recovering back all such Lands again; If those that have so Incroached Do refuse to agree with our Town Agents or Attorneys aforesaid and the Town will Bear them out in all their Lawfull Proceedings therein voted

Know all Men whom it may concern; that we Isaac Peabody; John Gould and William Town being appointed by the Town of Topsfield to agree with; and settle Bounds between the Town Common and Mens Proprieties; we therefore having Examined the Grants and Deeds belonging to John Hovey Jun^r we do finde that the Easterly Corner of that which was Lunkinsis Land is Bounded at a Black Oak Tree standing North Eastwardly from said Hoveys Dwelling House beyond a little Pond Hole by the Meadow Side: and we have settled the Bounds of John Hovey Juniore his Land; by the Common; where the Common Joyneth to said Hov-

eys Land; with a straight line between the forementioned Tree and Heap of Stones; which Leiftenant Ephraim Dorman claimeth to be his Bounds upon the south side of Winthrop's Hills; the Eastwardly Corner of said Hoveys Land being Bounded in the foresaid straight Line southwestwardly about six Rods from the Path which Ipswich farmers go in as the go to Topsfield Meeting House; where said Hovey Bounds turneth south-westwardly to a Heap of Stons which is between the said Hoveys Land and Dormans Land; as their line cometh up from Pye Brook; for which the said Hovey is Bound in a Bond of five Pounds; Currant Money of New England which he is to Pay to us the Subscribers; for this settlement as witness our Hands to all above written—this Twenty Eighth Day of May one Thousand Seven Hundred and fourteen.

Isaac Peabody

John Gould

William Towne

This is a true Copy

as attests

Agents or Attorneys

Samuel Stanley Town Cler.

for the Town of Topsfield

The return of the Towns Agents: their return of the agreement next aboue written was made on the fourteenth Day of December 1714 in a Lawful Town Meeting and was accordingly accepted by the Town

Samuel Stanley Town Cler.

Whereas the Town in the year 1667 past a vote and left it to the descrtion of the Select men to lay out a high way from y^e Common Land on the South Side of Mile Brook; over against Goodman Dormans and Sarjent Peabodys to Ensign Howletts Brook—We whose Names are underwritten have layd out a highway from y^e Common Land afore^d over the falls Bridg so called; up the Hill to the lift and fence; of three Rods wide and to holde that Bradth till it comes three or four Rods within Deac. Dormans and M^r Isaac Peabodys fence; and then to be but two Rods wide and the Line between Deac Thomas Dormans and M^r Isaac Peabodys Land is to be in the midle of the said highway one bearing the one half of the way & the other the other half of s^d way and so wee have layd it out till it comes to a crooked Black

or Red oak Tree, standing on Deac: Dormans Side of the way & marked; and Spreading a little before it comes to said crooked Tree, spreading on peabodys side of the way to a Tree marked Standing by y^e side of a round Hole or valley and so to another Tree marked but Standing a little forward-er on; on the left side of the way; the way turning to the right Hand by the Side of the round Hole or valley afor^{sd} and so we have layd out the rest of said highway through the land of M^r Isaac Peabody as the olde highway goes till wee come to the Gate standing in the Line between M^r Isaac Peabody and L^t Tobijah Perkinses Land and to be but two Rods wide except at the two places afore mentioned: which is to give advantag to turn as the Way turns

Dat^d 22 June 1714

Samuel Stanley
Ephraim Willds
John Hove Jun^r
Zacheus Gould
Selectmen of Topsfield

24 of Agust 1714 the Select men were Sworn to the faithfull discharg of their Office as Assessors for the Town of Topsfield P^r Samuel Stanley Town Cler.

Att a Lawfull Meeting of y^e Inhabitants of y^e Town of Topsfield on y^e fourteenth Day of December 1714 the Town agreed to give Sarj^t Daniel Clarke Forty Shillings for making the Pound voted

The Town agreed & made choice of Ebenezer Averell to manage an aprizement in behalf of the Town with Sarj^t Daniel Clarke (of the Pound) if he will not rest Contented with y^e Forty Shillings which the Town voted to give him for the said Pound voted

Rec^d of Jacob Eastey Constaⁿ of Topsfield Forty Seven Shillings two pence for his part of y^e County Rate for said Town; Ipswich april 5 1714.

Boston Decem^r 29th 1713 Rec^d of M^r Jacob Eastey Consta: of Topsfield fifty Eight Pounds Sixteen Shillings in part rec^d for my father James Taylor Treas^r P^r William Taylor

Boston May 14th 1714

Rec^d of M^r Jacob Eastey Constable of Topsfield Twenty Seven pounds Six Shillings in part rec^d for my father James Taylor Treas by M^r Elisha Perkins P^r William Taylor

Boston Sep^t 3^d 1714

Rec^d of M^r Jacob Eastey Consta^{bl} of Topsfield Thirty six shillings and Seven pence rec^d for my Mas^{tr} Jere: Allen Treas P^r James Gooch Jun^r

Boston Octo 13th 1714

Rec^d of M^r Jacob Eastey Constable of Topsfield Two Pounds four Shillings and five pence in full for my Master Jere Allen Treas P^r James Gooch Jun^r

Boston January 20th 1714

Rec^d of M^r Joseph Gould Consta: of Topsfield Forty five Pounds thirteen Shillings and Six pence in part: rec^d for my mast^r Jeremiah Allene Treas by Hands of M^r Tobijah Perkins P^r John Gooch

Boston Sepm^r 7th 1714

Rec^d of M^r John Curtis Const^a of Topsfield four Pounds thirteen Shillings in full for My Master Jeremiah Allene Treas by M^r Amos Dorman P^r James Gooch Jun^r

At a Lawfull and General Meeting of the Inhabitants of y^e Town of Topsfield of y^e first Day of March 171⁴; Liev^t Tobijah Perkins is Chosen Moderator for the Day voted

Samuel Stanley is Chosen Town Clerke for the year Isuing voted

Jacob Peabody and John Burton are Chosen constables for the year Insuing voted

Corp^l Joseph Town; Ebenezer Averell; Amos Dorman; Joseph Borman and Deacⁿ Samuel Howlett are Chosen Selectmen for y^e year Insuing vot^d

Clarke Elisha Perkins is Chosen to Serve on y^e Jury grand at Ipswich Court next vot^d

and Sarg^t Daniel Clarke is Chosen to Serue on the Jury of trials at said Court vot^d

And Jacob Robinson ; Jesse Dorman ; Ebenezer Nicholls
and John Curtis Jun^r are Chosen Surveyors of High Wayes
for the Year Insuing voted

and Sarj^t John Curtis and Corp^l Jacob Town are Chosen
ffence Viewers for y^e year vot^d

Liev^t Ephraim Dorman ; Corp^l Ephraim Willds and
Thomas Robinson are chosen Tithing men for the year Isu-
ing voted

and Joshua Town and Joseph Robinson are chosen field
Drivers for y^e year Insuing vot^d

and Samuel Stanley is Chosen School Master for y^e year
Insuing voted

the Town agreed to give Samuel Stanley Twenty Shillings
for keeping Schooll for the Town this year Insuing voted

the Town agreed that the present Select Men shall Cast
up Zacheus Gould's Rate and make report to the Town at a
Town Meeting vot^d

the Town agreed that So long as Zacheus Perkins doth
maintain a Sufficent Cart Bridge over the Brook by his
House ; So long said Perkins Shall be freed from other High-
way Work in the Town voted

The Town Oficers all Sworn to the ffaithful discharge of
their Respective Offices by the Select Men—March y^e first
one Thousand Seven Hundred fourteen

attests Samuel Stanley Town Cler.

At a Lawfull Town Meeting on y^e Ninth Day of May 1715
Thomas Robinson and John Cummings was chose to Serve
on y^e Grand Jury at the Superiour Court to be Holden at
Ipswich on Tuesday next Insuing the Date here of ; and
Corp^l Jacob Town and Micheal Dwaniel Jun^r are Chosen to
serve on the Jury of Trials at y^e Court aboves^d voted

Liev^t Tobijah Perkins is Choosen Representative for the
Year Insuing voted

We whose Names are under Writen being Chosen for the Town of Salem and Topsfield to Perambulate on the Bounds between Said Towns; Have accordingly renewed them: viz: a Red oke Tree with a Heap of Stones about it; Commonly Called Crumwells Rock Near the River from thence to a Heap of Stons between three White oke Trees by a great Ash Swamp, then to a Heap of Stones near Nickolls Brook, then to a Dry Tree with a Heap of Stons at it Near the Head of Smiths Meadow; then to a Crooked Black oke Tree near Weell Brook; then to a White oke Tree with Stons at it near Wenham highway. the 5th of April 1715

for Topsfield

Samuel Howlett

Joseph Town

Amos Dorman

for Salem

Ezekiel Cheever

John Trask

James Putnum

Israell Porter

Benjamin Holton

Thomas Symonds

Copia vera attest Samuel Stanley Town Cler

Wee whose Names are here under Writen being appointed to Perambulate the line between Ipswich & Topsfield; Have agreed on the Bounds formerly Recorded and renewed them as witness our Hands

for Topsfield

Corp^l Ephraim Willds

Joseph Borman

May 24th 1715

for Ipswich

Robart Lord

Nehemiah Hart

Phillip Rowler Jun^r

Copia vera Attests Samuel Stanley Town Clerke for Topsfield

At a Lawfull Town Meeting on the 13th of September 1715. William Town and John Curtis are Chosen to Serve on the Jury of trials at Newbury Court next to be holden on y^e Last Tuesday Instant voted

the Town have allowed Sarj^t Daniel Clarke tenn Shillings which the Select Men allowed him for the Pound voted

At a Lawfull Town Meeting of the Town of Topsfield December the fift 1715 it was agreed that if any person fall any Tree or Trees upon our Towns Common they shall forfeit the Sum of Ten Shillings for Every Tree or pole under a foot over at the stump; and Twenty Shillings for Every Tree that is a foot over at the Stump and upwards and if any Wood be caried out of our Town that was at first taken upon the said Common they shall pay the Sum of Twelve Shillings for Every Load so caried of

voted

the Town hath chosen Ephraim Willds and Sarj^t Daniel Clarke both or Either of them to prosecute against the breakers of this act or by law and the Town will bear them out in their Lawfull proceeding therein

voted

Taken up by Nathaniel Borman of Topsfield a stray Heifer; darke Cullered on the sides and white on her Belly White on her Back White on her Tail; a Swallows Tail cut out of both Ears and two half penys Cut out of her left Ear

Dat^d 6th Decem^r 1715

Att a Lawfull Meeting of the Inhabitants of the Town of Topsfield on January the 18th 1714⁴ the Town agreed to Divide the Common to Every Householder an Equal Share Excepting Tennants

voted

Boston May y^e 26th 1715

Rec^d of M^r Thomas Town Constable of Topsfield one Pound Two Shillings five pence in full by the Hand of M^r Tobijah Perkins for M^r Jeremiah Allen Tres^r P^r James Gooch, Jun^r

Copia vera attests Sam Stanley Town Cler

Rec^d of Thomas Town Constable of Topsfield the Sum of Twenty Shillings upon the account of said Towns County Rate for his part Rec^d Ipswich April 5th 1714 John Appleton County Trea^r

Copia vera attests Sam^l Stanley T. Cler.

At a Lawfull Meeting of the Town of Topsfield December the fifth 1715 it was agreed that if any person fall any Tree

or Trees upon our Town Common they Shall forfeit the Sum of Tenn Shillings for Every Tree or Pole under a foot over at the Stump: and Twenty Shillings for Every Tree that is a foot over at the Stump: and upwards: and if any Wood be carried out of our Town that was at first taken upon our Said Common they shall pay the Sum of Twelve Shillings for Every Load so carried of
voted
 at a general Sessions of the Peace Holden at Salem December 27th 1715 the above by Laws were Read considered and allowed and confirmed.

attests Stephen Sewall Cler

Copia vera Attests Sam^l Stanley Town Cler.

Rec^d of M^r Thomas Cave Const^a of Topsfield Seven Pounds & Eight Shillings in full by M^r Jacob Eastey P^r Jerem Allen Trea^r

Copia vearah attests Sam^l Stanley T. Cler.

At a Lawfull Town meeting on March the Sixth; being the yearly Meeting for the year 171⁵/₆ Deac: Howlett was Chosen Moderator for said Day
voted

Samuel Stanley is Chosen Town Clerk for the year Insu-
 ing
voted

William Town and Job Averell are Chosen Constables for the Year Insuing
voted

Cler. Elisha Perkins; Ebenezer Averell; John Hovey; Amos Dorman and Thomas Robinson are Chosen Select-Men for the year Insuing
voted

Ens. Timothy Perkins is Chosen Grand-Jury man for y^r Insuing year
voted

Edward Putnum is Chosen to serve on the Jury of trials at Ipswich Court next
voted

Timothy Perkins Jun^r; Ivory Hovey and Eliezer Lake and William Hobs are chosen Surveyers of High Wayes for the year Insuing
voted

M^r Isaac Peabody and Nathaniel Borman are Chosen fence viewers for y^e year Insuing voted

and Corp^l Joseph Town; Benjamin Bixby and Jacob Eastey are Chosen Tithing Men for the year Insuing voted

The Town agreed that the present Select men Shall Cast up Zacheus Goulds Rates and what they finde wanting they are to allow him voted

At a Lawfull Meeting of the Select men on the Sixth Day of March 171⁵ The Town Officers were all Sworn to the faithfull discharg of their Respective Offices before the Select men. Attests Sam^l Stanley Town Cler

March 13th 171⁵ Corp^l Joseph Towne was Sworn to the faithfull discharge of his Office by the Select men: He being Chosen a Tithing-man attests Sam Stanley T Cler.

Rec^d of M^r Thomas Cave Const^a of Topsfield Seven Pounds and Eight Shillings in full by M^r Jacob Eastey P^r Jer. Allen Trear

Boston Decem^r 6th 1715

At a Lawfull Meeting of the Inhabitants of the Town of Topsfield on the 19th Day of March 171⁵ Samuel Stanley is Chosen School Master for the year Insuing voted

The Town agreed to give Samuel Stanley forty Shillings to be School Master for the Town the year Insuing voted

The Town agreed that Euery freeholder now Inhabitant in the Town that hath Twenty Acres of Land in the Town part of it meadow are made Commoners, and accordingly shall Share in the Town Common for Wood, timber, Herbiges and other Common priviledges voted

At a Lawfull Meeting of the Inhabitants of the Town of Topsfield the 8th Day of May 1718 Sarj^t Daniel Clarke is Chosen Representitive for the year Insuing voted

Deac Samuel Howlett and M^r Isaac Peabody are Chosen to serve on the Grand Jury at the Superiour Court to be holden at Ipswich next after the Date hereof voted

Nathaniel Averell and Nathaniel Borman are chosen to
Serve on the Jury of Trials at the above s^d Court voted

The Town have Impowered the Selectmen to take all Lea-
gal Methods for the having a way Lay'd out From Topsfield
Town to Ipswich Town by Sarj^t William Howletts House
voted

The Town agreed and Chose a Commity to Seat the Meet-
ing House voted

Corpⁿ Joseph Town; Amos Dorman Ens. Timothy Per-
kins; Corpⁿ Ephraim Willds and Samuel Stanley are Chosen
a commitie to Seat the Meeting House voted

At a Lawfull meeting of the Inhabitants of the Town of
Topsfield on the thirteenth Day of June 1716 the Town then
gave Liberty to some young People; properly belonging to
the Town; to Set up a Seat over the Womens Gallery Stares
voted

Rec^d of Jacob Eastey as Constable for Topsfield; for
the year 1713 what was Committed to him to colect for my
use by the Selectmen of Topsfield afores^d I say rec^d in full Pr
me

Topsfield May 8th 1716

Joseph Capen

Copia vera Attests Samuel Stanley T. Cler.

At a Lawfull Meeting of the Town Topsfield on y^e 18th
Day of September 1716 Timothy Perkins and Joseph Gould
were Chosen to Serve on the Jury of Trials at Newbury Court
next voted

At a Lawfull Meeting of y^e Inhabitants of the Town of
Topsfield on the 12th Day of March 171⁶ Samuel Stanley is
Chosen Town Clerke for the year Insuing voted

Thomas Gould and Edward Putnum are Chosen Consta-
bles for the year Insuing voted

Deac Samuel Howlett, Corpⁿ Joseph Town, Mickeal Dwin-
ell, Jacob Peabody and Samuel Stanley are Chosen Select
men for y^e year Insuing voted

L^t Thomas Baker and Joshua Town are Chosen to Serve on the Jury of Trials at y^e next Court to be held at Ipswich
voted

John Cummings is Chosen Grand-Jury man for y^e year Insuing
voted

Thomas Robinson Joseph Robinson and John Willds are Chosen surveyers of highwayes for the year Insuing
voted

Cler. Elisha Perkins and Sar^t Daniel Clarke are chosen ffence viewers for the year Insuing
voted

Cler. John ffrench, Joseph Jun^r and Ivory Hovey are Chosen—Tithing for the year Insuing
voted

John Dwiniell and Eliezer Lake are Chosen fielddrivers for y^e year Insuing
voted

the Town agreed that all Strays taken up in y^e Town shall be brought to the Pound on y^e Second tuesday of November by them that have taken them up or Information of such Strays as they have in Custidy
voted

the Town agreed that noe Rames shall go upon the Town Common from the first Day of next August to the Last Day of October next
voted

the Town Officers were Sworn to the faithfull discharg of their Respective Offices before y^e Select Men on March the 12th 171⁶₇

attest Samuel Stanley Town Clerke: Topsfield

Samuel Stanley was chosen School-Master for the year Insuing
voted

Edward Putnum was Sworn to the office of a constable on the first Day of Aprill 1717 before the Select Men

attests Samuel Stanley Town Cler.

Rec^d of Samuel Stanley the Sum of fifty two Shillings and Six pence one of the Select men and Clerke for the Town of Topsfield, it being Money ordered to me by the Town of Topsfield: as part of Six pounds which Said Town allowed

for my use Instead of about tenn pounds arrears due to me from the Inhabitants of Boxford upon their going from Topsfield; and was accordingly accepted of me I say received the Sum above said: and on the account abovesd.

this first Day of Decem^r 1714

Joseph Capen

Copia vera Attests Samuel Stanley Town Cler.

Rec^d of Corp^l Ephraim Willds as Select Man for the Town of Topsfield for the year 1714 the Sum of thirty Nine Shillings and tenn pence; it being in consideration of Six Pounds order to me for the clearing up of Boxford Arrears Due to me. I say received the Sum above sd this first Day of March 171⁴

P^r me Joseph Capen

Copia vera attests Sam^l Stanley Town Cler.

We whose Names are under writen being Chosen and Impowered by the Select Men to lay out a Highway from Paul Averells Land to the Road by Ebenezer Nickolses House, accordingly have done it, beginning at Paul Averells Land; and have layd it out two Rods wide all the way keeping the olde plain Path till we come a Cross the Plane in John Cummings Land: and then turning to the right Hand as the Way is now lay'd out, till we come to Cor^p Joseph Towns Land and from the uper Side of the Way in Corp^l Joseph Towns Land; the two Rods being allow'd on the North & North East Side of the Way till we come to M^r Peabodys Land: and as the Road is lay'd out, till we come to William Hobses Land; and as the Road is lay'd out till we come to Thomas Robinsons Land; and as the Road is till we come in to the olde Road.

Dated y^e 12th of march 171⁶

Thomas Robinson
Joseph Knight
Elisha Perkins

Copia vera Attests Sam^l Stanley Town Cler.

At a Lawfull Meeting of y^e Inhabitants of the Town of Topsfield on the third Day of May 1717 Deac. Samuel Howlett is Chosen Representative for the year Insuing voted

Capt. Tobijah Perkins and Deac. Daniel Redington are Chosen to Serve on the Grand Jury, and John Hovey Junr & John Howlett are chosen to Serve on the Jury of Trials att the Superiour Court next to be holden at Ipswich voted

The Town agreed to prefer to the General Court a Petition for a line to be run between Rowley Topsfield and Boxford according to General Court Grant voted

the Town agreed that the Select men shall git a Petition drawn up to Send to the General Court for the Buissiness afores^d voted

The Town agreed that all Rams shall be taken up that are found running upon our Town Common from the Twenty fifth Day of July next, to the last of october next voted

At a Lawfull meeting of y^e Town of Topsfield on the tenth Day of September 1717 Clarke John French and Ivory Hovey was Chosen to Serve on the Jury of trials at Newbury the 24th Currant voted

This may certifie the Hon^d Court now Siting at Newbury on y^e 24th Currant that we the Inhabitants of y^e Town of Topsfield are willing & desierous that a Country Road be layd out from the Town of Biffildd along by Nehemiah Abbits and so to the Country Road that goeth through our said Town voted

at a Town Meeting on the Tenth Day of Sept^r 1717 We whose Names are under Writen being desiered To lay out a way from the Road that is lay'd out thrugh M^r Peabodys Land & Jesse Dormans Land to Ipswich to the Bridg to Jacob Peabodys Land: accordingly we have don it: and have laid it out as the way now goes to said Jacob Peabodys Land

Samuel Howlett
Samuel Stanley
Michael Dwaniel
Select men of Topsfield

Dat^d 3^d octo 1717

Copia vera attests Sam^{ll} T. Stanley Clerk

At a Lawfull Meeting of y^e Select men on the third Day of octo^r 1717 we then went and Laid out a Country Road from Ipswich line, near y^e uper End of m^r Bakers Pond so called along as y^e way now goes to Leivt Ephraim Dormans; and So on as the Road now goes to Cap^t John Hows

Samuel Howlett
Samuel Stanley
Michael Dwaniel

Copia vera Attests Sam^l Stanley T. Cler

at a Lawfull Town Meeting on y^e Seventh Day of Jan^r 171⁷₈ the Town then granted Liberty to y^e Inhabitant of y^e said Town to cut Wood upon y^e common for there own use and not to Cary Any out of our Said Town Voted

There is a Stray mare taken up in Topsfield about five or Six years olde a Black mare with a white Blaeze in Her face with a little Black Spot in the White right between Her Eyes, with a little on Her fore feet & white on Her hinder feet up to Her Hams almoste aprised at five Pounds and the Mare is Shod round. Dat Decem^r 11th 1717

to Thomas Gould Constabel of Topsfield

for His mag^{hise} Name you are required forth with to warn all the freeholders & other Inhabitants of y^e said town rateable at twenty pounds estate besides y^e poll to meet at y^e meeting house in Topsfield afore^d on Tuesday next at nine of y^e clock in y^e forenoon then & there to Elect and depute Selectmen Constable and other Town officers as y^e Law directs to sarve this Town for y^e yeare Insuing and to agree upon the granting such sum or sums of mony as shall be thought nead full for defraying all nesary Charges ariseing within said town and to agre and conclud upon any other mate[r]s or things which shall yⁿ be though nead full to promote y^e benefit and welfare thireof as also to chuse Jury men for Ipswich cort herre of fail not make return of your doings thire in unto my self before y^e said time of meating dated in Topsfield the 1: Day of march 171⁷₈ by order of y^e select men of sd town Samuel Stanley town clark Thomas Gould Constable

at the anuall Town meeting of the Town of Topsfield in March 1717 Mr. Nathaniel Porter was chosen Town clark for s^d Town for the year insuing and sworn

uoted y^t Ivory Houey and Elelisah Putnum are chosen constabels for y^e yeare insuing

uotd John Howlet Amos Dorman insiⁿ John Gould Jacob Pebody and Nathaniel Porter chosen selectmen for y^e yere insuing

uoted Eleisha Perkins are Chosen gran Jury man for y^e yere insuing

uoted Nathaniel Aurel and John Howlit are chosen to saruv on y^e Jury of trilis at y^e next court to be holdon at Ipswich

uoted Nathaniel Borman Joseph Goold and John Nickels are chosen tithing men for the yeare insuing

uoted m^r William Porter m^r John Capen Ebenezer Nickells and Left Joseph Borman are chosen serueyers of y^e hiewayes

uoted Thomas Goodaell is chosen scoolmaster for y^e yeare insuing by y^e Town alowed him Twenty Shillings Sallerrery

Joshua Town and Jacob Robinson are chosen fenceuiers for y^e yeare insuing

uoted

Samuel Howlet and John Gefords are chosen fealds Driuers for y^e yeare insuing

uoted

John Redinton is chosen cealler of Leather for y^e yeare insuing sum of y^e Town offersers ware Sworn before y^e selectmen to the faithfull Descharg of thire Respectiue ofises on y^e 4: march 1717-18

as atest Nathaniel Porter Town Clark

march: 1717-18 y^e rest of y^e Town ofisers ware sworn before y^e Select men in y^r respective oficeses who was John Capen Jacob Robinsons Ebenezer Nickells and William Porter as atest Nathaniel Porter Town Clark

March y^e: 26; 1718; The selectmen ware sworn asessors to the faithfull discharge of there duty before the Town Clark and selectmen

as atest Nathaniel Porter Town Clark

apriell the 28; 1718

Wee whose names are here unto subcribed being chosen the Town of Salem and the Town of Topsfield to meet to gather to Preamblelate between the Towns and renewed bounds betwene the sd. Towns haue owned and reneud those bounds as foloweth beginning at a read oke tree with an heep of stones at it commonly called Cromwells Roock neare the riuier from thence to an heep of stons between Three white okes trees by a great ashe swampe then to an heep of stonse neare Nickcols brook Then to a driey tree with an heepe of stones at it neare the head of Smith meadow then To a crocked black oke neare wheall brook then to a white oke tree with stones at it neare whenham highway

for Topsfield

for Salem

John Gould

Nathaniel Putnum

Michael Dwinel

Zorobabel Rea

John Curtis

James Putnum Jun^r

Copia uari attst Nathaniel Porter Town clark

Essex To M^r Iuory Houey constabel of Topsfield greating In his maiestis Name you are Required forthwith to warn the freeholders and other Inhabitants of Topsfield in youre presink qualified according to Law for uoting to meet at y^e Meeting house on Tuseday the thirteenth of May next ensuing at two of y^e clock in y^e afternoon :1: To chuse a representatiue to sarue at y^e General Court :2: to Chuse Jury men for Ipswich Court and make return of yaire so doing at or before said time of meeting fail not as you will answer it at y^e perill of y^e Law By order of y^e Selectmen of Topsfield Dat Topsfield. Apriel :23: 1718

Nathaniel Porter Town Clerk

At a lawfull meeting of y^e Town on y^e :13: of May: 1718: Dack Daniel Redinton is chosen moderater for y^e meting uoted

Dack Samuel Howlett is chosen Representatiue uoted

Ephelim Wills and Joseph Borman is chosen to sarue on y^e gran Jury at Ipswich Cort

John Houey is chusen to Sarue on y^e Jury of trialls at y^e next Superior Court to be held at Ipswich

At a Lawfull meeting of y^e inhabtance of y^e Town of Topsfield on y^e :23: of may; 1718; capt John how was moderator for y^e meeting the Town made choys of Jacob Town Epheriam Wills and John Curtis a commity to uew and to set a uallaution according to thire best skill and Judg-ment of what y^e cost may amount to in rebuilding and re-paraireing our Bridg and caseway ouer Ipswich reuer and prefar the same with a petition to y^e honered court of qurter seshition to be holden at Salem in June next insuing the date hereof to see whether y^e honored court will asist us with help from the county so that we may be inabeled to rebuild the aboue said Bridg and caseway uoted

may the :23: 1718

We whose names are underwritten being apointed and im-poured to preambleate and renew bounds Between Wenham and Topsfield by our Respective Towns and we haue meet and preambleated the Bounds and renewed the bounds at the maples and so as the Brook Runs by and old maple stub by y^e way going ouer into the medows to a stak and heap of stons in y^e brook then to the corner of pigden medow so to y^e riuer according to the settlement of our Towns: 1694 then from the said maples towards the cassaway to the tree men-tioned in the agreement Between our Towns: 1682: which bound we do agree unto

John How

Thomas Town

John Curtis

John Dwinel

for Topsfield

John Gott

William Rogers

Selectmen for

Wenham

Copia vera attst Nathaniel Porter Town Clark

These are to giue notis to the inhabtance of the Town of

Topsfield qualified according to for uoting to meet at the meeting house on Wensday the ninth day of July instant at two of the cloock in the after noone :1: to consider which way the Town will rebuild the Bridg ouer the riuier and to act upon it as y^e Town then shall see cause :2: to see whether y^e Town will chuse a commity to new seeat y^e meeting house :3: to consider whether the Town will seat or dispose of y^e pue in y^e west end of y^e meeting house not yet disposed of as y^e Town then shall see cause.

At a Lawfull meeting of the Town of Topsfield on y^e :9: day of July 1718 Mr Isaac Pebody was choson moderater for y^t meeting uoted

The Town did manifest by a uote y^t thay would rebuild y^e Bridg anew ouer y^e reuer:—uoted that the Bridg ouer the riuier should be done by a reat uoted

that the Town would chuse a comity to agree with carpenters for to rebuild y^e Bridg ouer y^e reuir:

Mr Isaac Pebody quer'tmas' Ephefrain Wills and Mr Simon Bredstret is choson a comity to agree with Carpenters to build y^e Bridg ouer y^e riuier and the Town do giue them full Power to Build y^e abouesaid Bridg and the Town will stand to what they shall do in that mater uoted

Mr Daniel Clark Cla^r Elisha Perkins mr Nathaniel Aueral corp Joseph Town and Nathaniel Porter are chosen a comity to new seat the meting house: uoted

the Town granted the pue in y^e west corner of the meeting house to Nathaniel Porter for him and his family to set in prouided he paies for y^e Building of y^e said pue uoted

Esex ^{ss} To mr Elisha Putnam Constable of Topsfield Greeting &c

You are Required in his majesties Name forthwith to warn the Inhabitance of youre Town on y^e south side of the riuier Lawfully quallified for voting To meet at y^e meeting house on Tuesday y^e sixtenth of this stant at one of y^e clock in y^e afternoon

to chuse two men to sarue on y^e Jury at y^e next Inferiour Court at Newbery 2^{ly} to see if y^e Town will add somthing unto m^r Capens sallery or agree y^t his sallery shall be paid all in money

To see if y^e Town will giue Nathaniel Porter Liberty to make a small window in y^e side of y^e meeting house against his Pue

to Take care y^t y^e casments or any other Part of y^e meeting house be Repaired y^t wants Repairing make retorn at or before y^e said time of meeting file not as you will answer y^e contrary

Dated Topsfield
September y^e :11: 1718

Jacob Peabody
in y^e Name and by y^e
order of y^e Selectmen of
Topsfield

At a Lawfull Town meeting of y^e Inhabitance of y^e Town of Topsfield on y^e :16: of September 1718 Cap^t Tobijah Perkins was chosen moderator for y^t meeting voted

mr Tobijah Perkins and Thomas Goodhall was chosen to sarue on y^e Jury of Trialls at Newbury Court next uoted

The Town did manifest by a uote y^t m^r Capens sallery should be Raised to Eighty Pounds for this yeare and the whole Eighty Pounds should be all paid in money or Bills of Credeat voted

it is granted y^t Nathaniel Porter has Liberty to make a window in y^e side of y^e meeting house aganst his Pew uoted

it is left to y^e Selectmen to repair y^e meeting house whare it wants repairing uoted

Wee whose names are under written being desired by some of y^e Inhabitance of our Respectiue Towns to Lay out a Town way from the road that goes by m^r John Capens to y^e road that goes by Thomas Andrews barn acordingly we haue Laid out said way as followeth begining at m^r Capens casaway so called along as the Lane now goes by the Land of Sa^r Daniel Clark upon Thomas Goulds and Ensin John Goulds Land to y^e Land of Benjamine Byxbe and so a Long between the abouesaid Benjamine Byxby house and barne to

y^e Broock as y^e way was formerly Improued and so along ouer y^e Broock upon y^e aboue said Benjamin Byxby Land as y^e way was formerly improued to Thomas Andrews his Land the aboue said way is to Enter upon Thomas Andrews Land about Three or fore rods to y^e westward of a great Rock that is a bound betwen Thomas Andrews and Samuel Smith and so a Long as The way is now Improued to the road y^t gooes by Thomas Andrews Barn the abouesaid way is Layd out two rods wide

Dat^d in Topsfield y^e :16: of october: 1718

John Gould

	Joseph Byxby	John Howlett
Copia vara attst	Samuel Symonds	Jacob Peabody
Nathaniel Porter	Epheraim Dorman	Nathaniel Porter
Town Clark	Selectmen of	Selectmen of
	Boxford	Topsfield

The: 28th day of october: 1718

we y^e Subscribers being apinted and Impowered by y^e Selectmen of Ipswich and Topsfield to Perambulate the Line between sd Towns haue Accordingly been on sd Line and find the Bounds in order and Renewed the same the day and yeare abouesaid

witness our hands

Topsfield men	copia uari: attst	Robert Lord
John Howlitt	Nathaniel Porter	Nathaniel Hart
Jacob Peabody	Town Clark	Thomas Safford
		of Ipswich

All the freeholders and other Inhabitants of the Town of Topsfield are Required in his maiesties name to meet at y^e meeting house on fryday y^e :31: of this Instant at Twelue of the Clock on said day to aLow Bills of charge by order of y^e Selectmen of Topsfield October y^e:25: 1718

Elisha Putnam Constable of Topsfield

At a Lawfull meeting of y^e inhabitance of y^e Town of Topsfield on y^e :31: day of october: 1718 mr Isaac Peabody was chosen moderator for y^t day

uoted

the Town alowed the asessors for there charges in y^e ualouations of the Towns estate fiue pounds six shillings six pence

uoted

the Town allowed to John Howlett and Jacob Peabody
four shillings for preambleing with Ipswitch uoted

The Town allowed to In^e John Gould John Curtis and Mi-
chel Dwinel for preambleing with Salem six Shillings uoted

The Town allowed to John french Daniel Clark and Amos
Dorman six shillings for gooing to preambuling with Box-
ford uoted

The Town allowed to Corp^l Jacob Town qu^r Ephraim Willds
an John Curtis one pound ten shillings for ueweing y^e Bridg
and perfering a petition to y^e Court uoted

The Town allowed to M^r Nathaniel Capen for makeing
some casements to y^e meeting two pounds ten shillings uoted

The town allowed to Jacob Perkins for mending y^e glase in
the meeting house one pound fueten shillings uoted

The Town allowed to William Auriel eighting shillings for
sweeping the meeting house uoted

The Town allowed to M^r Isaac Peabody Q^{rtmr} Eperaim
Willds and M^r Simon Bradstreet twenty fue pounds nine
shillings for Building y^e Bridg uoted

The Town did menefest by and that the Selectmen should
Raise mony for to pay thire representitiue for this year
without coming to the Town

the Town allowed to Sar Stanly Deac Howlit Joseph Town
and Michel Dwinel eight shillings for Laying out a highway
in y^e year 1717 uoted

Recued of Constable Borman of Topsfield y^e sum of Three
pounds seuen shillings and two pence for y^e county rate it
being full for y^e said Town :may:17: 1713

Pr John Apleton County treasurer

Copia vari atest Nathaniel Porter Town Clark

The freeholders and other Inhabitances of the Town of
Topsfield Quallified according to Law for voting are to Take
notice to meet at our meeting house in Topsfield on the

first Tuseday in march next at eight of y^e clock in y^e forenone first to chuse Town officers: 2^dly to consider of the petition of some of our Towns men that Liue on y^e west of Nickeolsees Broock and to act as shall then be thought Best: 3^dly to consider of y^e petition of m^r Isaac Peabody for a peace of Land neare the mill pond and to act upon it: 4thly to agree upon some way to preserue y^e wood and Timber y^t is upon our Town Common Land and find out some way to prevent the carring of wood and Timber from of our Common Land out of y^e Town or to deuide our Common Land or y^e wood and Timber y^t is on it or to agree upon any other way or method to act concerning it as shall then be Thought most benefitall to y^e Town and allso to do any other thing or things that shall then be Thought neadfull or proper to be done for y^e benifit of y^e Town and to Chuse Jury men for Ipswitch Court

Dat^d in Topsfield: 14 day of february: 1718-19

Elisha Putnam	By order of y ^e Selectmen
Constabel of Topsfield	Nathaniel Porter Town Clark

At a Lawfull Town meeting of y^e inhabittance of Topsfield being y^e annuall meeting on y^e third day of march: 1718-19 Capt Tobijah Perkins is Chosen moderator for y^e day uoted

Nathaniel Porter is chosen Town Clark for y^e yeare insu-
ing uoted

m^r Syman Bradstreet and m^r Joseph Knight is Chosen
Constabel for y^e yeare insuing voted

Jacob Town John Houey John Howlett Jacob Peabody
and Nathaniell Porter is Chosen Selectmen for y^e yeare in-
suing uoted

Ensⁿ John Gould is Chosen Town Treshour for y^e yeare
insuing voted

John Avril Michel Dwinel and Timothy Perkins Jun^r are
Chosen Tyingmen for y^e yeare insuing voted

Edward Putnam John Curtis Nathaniel Borman & Jacob
Dorman is Chosen Seruavis of the Highways for y^e yeare
insuing uoted

Amos Dorman and Joseph Town is Chosen fenceuiers for
y^e yeare insuing uoted

Jesse Dorman & Benjamin Town is chosen feild driuers
for y^e y^eare insuing uoted

Job Avriel is Chosen Scoollmaster for y^e yeare insu-
ing uoted

Deacⁿ Daniel Redington is chosen to sarue on y^e gran
Jury at Ipswitch Court next uoted

Michel Dwinel and Zeccheus Gould is Chosen to sarue on
y^e Jury of trialls at Ipswich Court next uoted

John Redington is chosen seeller of Leather for y^e yeare
insuing uoted

John Houey John Howlett and Jacob Peabody are chosen
in behalf of y^e Town of Topsfield to go to y^e Town of Ips-
witch to demand a Highway to be Laid out from Ipswitch
Town by William Goodhuses to grauely Brookk neare
y^e reuer and from thence by y^e house y^t was formerly m^r Wil-
liam Howletts to Topsfield Line and in case y^t Ipswitch Town
neglects or refuse to Lay out said way then y^e abouesaid John
Houey John Howlett and Jacob Peabody are Impowered to
make aplication to any Court of Quarter sessions to be holden
in y^e County of Ssex

March: th₃: 1718-19

Joseph Knight was sworn to y^e faithfull discharg of his
respectiue offis

Jese Dorman and Benjamin Town was sworn to y^e faithfull
discharg of thire respectiue offisses:

John Auriel and Michel Dwinel was sworn to y^e faithfull
discharg of their respectiue offises

Nathaniel Borman John Curtis and Jacob Dormon was
sworn to the faithfull discharg of thire respectiue offises

Ensign John Gould is sworn to y^e faithfull discharg of his
respectiue ofis

John Redington was sworn to y^e faithfull discharg of his respectuie offis

Before y^e Selectmen and Town Clark march :th: 1718-19 m^r Symon Bradstreet was Sworn to y^e faithfull discharg of his respectuie offise

Amos Dorman was sworn to y^e faithfull discharge of his respectuie offis

Timothy Perkins was sworn to y^e faithfull discharg of his respectuie offis

Edward Putnum was sworn to y^e faithfull discharg of his respectuie offis

Before y^e Selectmen and Town Clark

The Inhabitants of Topsfield Qualified according to Law for voting are to Take notis to meet hear at y^e meeting house in Topsfield on friday the Thirteenth of this Instant march at twelve a clock on said day :1: to chuse a schoolmaster :2^d: to considerd how to Improve y^e Common Land In Topsfield and to make any act concerning it as y^e Town shall then think best 3^d to consider of m^r Isaac Pebody's and Leutenant Beakers petitions and act as y^e Town shall then think best :4^{thly}: to chuse men to agree with or prosecute Edward Nealand for falling a tree on our Town Common

If the Town shall then think Best

By order of y^e selectmen

Nathaniel Porter Town Clark

Deated march the :6: of 1718-19

Simon Bradstreet Constable

At a Lawfull Towne meeting of y^e inhabitants of the Town of Topsfield on the 13: of march 1718-19 :1: deacon Daniel Redington was chosen moderator for that meeting

Leuit Thomas Beaker was chosen scholmaster for y^e yeare insuing

The Town agreed to deuide all the common Lands belonging to y^e Town of Topsfield both on the north and south side of Ipswitch Ruier and that all the free house holders

belonging to said Town of Topsfield shall have an Equal share in said common Lands according to the Reats that have been paid by the present free house holders and thire predesessors in the Estate that Each house hollder is att present possessed of euer sence the yeare :1715 pole money exemted
voted

Amos Dorman Entered his Contrey Decent to this Last uot[e]

the Town agreed y^t thire shall be nithere tree or trees be cut down or sell on the Common Lands belonging to y^e Town of Topsfield on the penalty as the Law directs for Trespas in prepriety after the Date heareof befoie the first day of october next after the date heareof unless it be devided before:
voted

all The freeholders of y^e Town of Topsfield Qualified according to Law for voting are to Take notice to meet att thire meeting house next monday comfortnight which will be y^e thirteenth day of aprill next Ensuing the date heare of at nine of y^e clock in y^e morning

To see if there may be away found out in Lawe to end the diffarance that is betwen y^e Town and some pertickeler men who clame y^e title of y^e common Lands in y^e town of Topsfield to them selues and if not to find out away to know what y^e Titel is to the common Lands in y^e Town of Topsfield and complaint being made: y^t if y^e common be devided it will be hurtfull to more then half the Town and therefore

To see if y^e Town will stand by thire Last vote for the diui[s]ion of the Common Land and to act as then shall be thought best in that matter 3 to take care that the Bounds be renewed about the parsonage and any other Thing or things that may be then thought benefissiall for the Town

Dat^d Topsfield march: th: 28: 1719 By order of y^e Selectmen Nathaniel Porter Town Clark Simon Bradstreet Constable

At a Lawfull meeting of y^e inhabitants of y^e Town of Topsfield on the 13: of Apriell: 1719

M^r Isaac Peabody was Chosen moderater for that meeting
voted

That Town agreed that thay would deuide y^e Common Lands in y^e Town of Topsfield according to y^e vot past on the: 13: of march: 1718-19 for Deuiding of said Common Lands uoted

John Hovey John Dwiniel Capt John How Amos Dorman and John Jeffords Entred thire Contrey Decent to this Last vot

The Town gaue Liberty to some young persons to build a seat ouer y^e gallery stairs in y^e Southwest Corner of y^e meeting house prouided y^t thay Seet in the Seat and Trobule no other seat in y^e meeting house prouided thay buld not the seat in the way of peoples going in to y^e gallery Namly John Perkins Nathaniel Auriell Nathaniel Redington Jacob Auriell Jacob Wilds

Sarg John Howlett and Sarg Zechchous Gould are Chosen to Joyn with y^e former Commity to new seat y^e meeting house Namly Ser^s Daniel Clark Corp Joseph Town and m^r Nathaniel Auriel uoted

The Town granted Liberty to Iovory Houey Nathaniel Borman and Jacob Robinson to seet up a seat between Nathaniel Porters pue and the west dore uoted

The freeholders and other Inhabitants of the Town of Topsfield that haue an Estate of freehold in Land within This Prouence or territory of forty Shillings per annum at the Lest or other Estate to the value of fifty pounds sterling you are to take notis to meet at this meeting house on frieday which will be the fifteenth of May at two of the clock in the after noon firstly to Chose a man to Represent them at at the Court house In Boston: 2^{ly} To Chuse Three men To serue at Ipswich Court two whereof to sarue upon the Gran Jury and one to serue upon the Jury of trials: 3^{ly} To see whether the Town will take Care of the wife of William Auriell: 4^{ly}: to se whether the Town will giue Liberty to sett up Pues under the front gallery

Simon Bradstreet
Constable of Topsfield

John Houey
in y^e name and by y^e
order of y^e Selectman of
Topsfield

At a Lawfull Town meeting of y^e Inhabitants of y^e Town of Topsfield on the: 15: of may: 1719 Capt Tobijah Perkins was Chosen moderator for y^e day voted

Ensign Timothy Perkins is Chosen representetive for y^e yeare insuing voted

Nathaniell Auriell and William Town is Chosen to sarue on y^e gran Jury at Ipswitch Court next voted

m^r Isaac Peabody is Chosen to Sarue on y^e Jury of Trialls at Ipswitch Court next uoted

The Town granted Liberty to y^e yong people that haue y^e Seats ouer y^e stares to make windows against e[a]ch seat under the plate Prouided thay buld them at thire own cost and charge and repair them when thay want repairing at there own Cost and Charg uoted

At A Lawfull Town meeting of the Inhabitants of y^e Town of Topsfield on the: 18: day of September: 1719 Deac Samuel Howlett is Chosen moderator for said meeting uoted

Thomas Gould and Jesse Dorman is Chosen to Sarue on y^e Jury of Trialls at Newbery Court next uoted

y^e Town alowed to Qur^tmaster Epheriam Willds 00-14-8 uoted

The Town alowed to John Howlett for keeping the wife of William Auriel and Phisick 2-13-6 voted

The Town alowed to John Redington for a stamp to Seal Leather 0-3-0 uoted

The town alowed to William Auriel for Swepeing y^e meet-ing house 0-18-0 voted

The Town alowed to Deac Samuel Howlett 1-7-0 uoted

The Town alowed to Thomas Gould for mending y^e under pinning of y^e meeting house 0-4-0 uoted

The Town did manifest by a uot y^t m^r Capens Sallerey should be as it was y^e Last yeare voted

The Town allowed to John Houey for Keep y^e wife of William Auriel 0-16-0 voted

Qer^tmaster Epheraim Willds is Chosen ouerseare of y^e pore voted

The Town allowed to John Houey for goeing to Ipswitch about the high way 0-2-6 uoted

the Town did menifest by a vot y^t y^e people that belongs to y^e hind seat in y^e west gallerly to haue some of y^e old hinges to hang y^e gasements in y^e meeting house voted

We whose names are under writen haue been desired by m^r Edward Putnam Junier to Lay out a highway through his Land for him self and his neighbours being some of our Towns Inhabitants we haue accordingly laid a highway from the Gate that standeth upon s^d Edwards Land by y^e highway that cometh from y^e river and so along by y^e Easterly End of s^d Edwards house and so on till it goeth through the said Edwards Land as y^e path now goeth towards Salem

Jacob Town

Dated October: 23: 1719

Nathaniel Porter

Copia uari attst

John Houey

Nathaniel Porter Town Clerk

Selectmen for Topsfield

Att a Lawfull Town meeting: 1: September: 1719: m^r Isaac Peabody moderator:

The Town agreed that the selectmen shall rais a rate amounting to ten Pounds and commit it to y^e Constables to Colect for Ensin Timothy Perkins Representiue y^t is due to him for going to Boston and y^e Rest to Lie in y^e Treasurers hands till further order for y^e Towns use

attest John Houey John Howlett Selectmen

Copia uari attest Nathaniel Porter Town Clerk

The freeholders and others Inhabitants of this Town are to Take notis to meet here at the meeting house next Tuesday y^e ninth of this Instant at tow of y^e clock in the after noon to preuent the Extravagant cutting down the wood and Timber upon the Common and Carring it out of Town and

to agree upon a suitable meethod for y^e preservation of y^e same in order to a deuition

Dated february: 2^d: 1719-20
Simon Bradstreet Constable

Jacob Town
Nathaniel Porter
John Hovey
John Howlett
Jacob Peabody
Selectmen of Topsfield

Att A Lawfull Town meeting of y^e Inhabitants of y^e Town of Topsfield the ninth of february 1719-20

Cap^t Tobijah Perkins is Chosen moderator for y^e meeting
voted

Ephraim Willds and Daniel Clark is Chosen attorneys for y^e Town to prosecute any y^t has or may Carrey any wood or Timber of from our Common Land Contrery to Lawe
voted

The Town did manifest by a vot that if any wood or Timber Lays upon y^e ground of our Common Land after y^e Last of march next it shall be free for any man to Take away
voted

John Hovey entered his contrey desent to this Last vote

The freeholders and other Inhabitance of y^e Town of Topsfield Qualified according to Law for Voting are to take notice to meet at Our meeting house on Tuesday y^e first day of march next Ensuing y^e date heare of at Eight of y^e Clock in y^e morning 1st to Choose Town officers and to agree with some man to dig the graues and: 2dly to Choose a comitie to settle bounds between proprietors and y^e Town Common that there be no Incroachment made on y^e Towns Common Land: 3: ly: to see if y^e Town will agree upon a methode to divide the undivided Land on y^e south side of y^e River or the wood and Timber that is on it or else to see if y^e Town will proceed in y^e Division of all our undivided Common Land on Both sides of y^e River according to y^e Last vote y^t is Entred in our Town Book concerning it or to agree of upon any other way or Methode to Divide Improue or dispose the whole or any part of y^e Land that y^e mjer

part of the socity shall then think to be most for y^e publick good 4^{ly}: To see if the Town will a Low m^r Edward Putnam his Demands for work done at y^e highways as a suryeyor [217] and see how y^e Town will repair the [Highways] y^e future and to see if y^e Town will chuse men to prosecute any y^t has or shall carrey any wood or Timber of from our Town Common Land

Jacob Towne
Nath^{el} Porter
Jacob Peabody
John Howlett

Simon Bradstreet Constable John Hovey

Selectmen for Topsfield

At a Lawfull Town meeting of y^e Inhabitants of y^e Town of Topsfield on y^e first day of March: 1719-20

Cap^t Tobijah Perkins is Chosen moderator for said meeting
voted

Nath^l Porter is Chosen Town Clark for y^e year Insuing
voted

William Porter and Jesse Dorman is Chosen Constables for y^e year Insuing
voted

Ephriam Willds Ivory Hovey Leu Joseph Gould Joseph Town and Elezar Lake is Chosen selectmen for y^e year Insuing
voted

Jacob Town Joseph Borman and Nath^l Auriel are Chosen Tithing men for the year insuing
voted

Thomas Robinson Joshay Town Isaac Peabody and Daniel Clark is Chosen seavairs for y^e high ways for y^e yeare insuing
voted

Elisha Perkins Jacob Robinson John Burton and John Nickcols is Chosen fence uiers for y^e yeare Insuing
voted

Benjamin How and John Perkins is Chosen field Driurs for the yeare Insuing
voted

John Redington is Chosen Sealer of Leather for y^e yeare Insuing
voted

Deac Samuel Howlett and Deac Daniel Redington is Chosen ouer seers of y^e Pore for y^e yeare Insuing voted

John Howlett Natha^l Auriel and Natha^l Porter is Chosen to Renew and Settell Bounds Betwen y^e propriators of Land Ajoyning upon y^e Common and to Looock and see if any Person has incroached any of y^e Towns Common and y^e Town dos giue them full power to renew and settel y^e Bounds between y^e Common and y^e propriators voted

Leu^t Thomas Baker is Chosen Scoolemaster for ye yeare insuing. voted

John Wilds and Joseph Robinson are Chosen to Looock after the horses from goeing at Large upon y^e Common Land in Topsfield and to prosecute y^e Breakers of that Law voted

Zacheus Gould is Chosen to didge the graues voted

The Town agreed to ajorn the meeting to the: 8: day of march Instant at Eight of the Clock in the forenoon voted

march the first: 1719-20 Nathaniel Porter was Sworn to y^e faithfull Discharge of a Town Clark

Ephraim Willds Joseph Town Ivory Hovey Joseph Gould and Elezar Lake was sworn to the faithfull discharge of thire duty of being asesars

[218] Elisha Perkins John Nickcols and John Burton are sworn to y^e fathfull discharg of thire duty of fence uerues

Jesse Dorman and William Porter are sworn Constables

John Redington is sworn Sealer of Leather

Jacob Town Nathaniel Auriel and Joseph Borman are sworn Tithingmen

Daniel Clark Joshay Town and Thomas Robinson are sworn to y^e faithfull discharg of their duty as seruauours of the Highways

John Willds is sworn to the faithfull discharg of his duty

John Perkins is sworn to y^e faithfull discharge of his duty

Jacob Robinson is sworn to y^e faithfull discharge of his duty

this: 1: of march 1719-20: before the Selectmen

march the: 4: 1719-20 Town offesers before the Selectmen

Joseph Robinson was sworn to y^e faithfull discharg of his duty

at a Lawfull Town meeting of the Inhabitants of the Town of Topsfield it being on a Jornment from the first day of march Instant to this day:

Ephriam Willds and Daniel Clark are Chosen agents or attorneys for the Town to sue and prosecute all such as haue allredy or shall here after cut down any tree or trees or carry of any wood or timber of from our Town Common Land in Topsfield Contrery to Law and the Town will beare them out in all theire Lawfull proseeding in y^t mater voted

John Hovey is Chosen grand Jury man to Sarue at Ipswich Court on y^e Last Tusday of march Instant voted

Nath^{el} Auriel and Leu^t Thomas Baker is Chosen to Sarue on y^e Jury of Trilalls at y^e aboue sd Court voted

y^e Town agreed to Chuse a Commity to go to see a strip of Land upon m^r Bakers Cost voted

Elisha Perkins Ivory houey and Joseph Town is Chosen for y^t purpose and make report at y^e next Town meeting thay or y^e mager part of them agreeing

The Town agreed to amend y^e highways belonging to sd Town of Topsfield by a reat for time to come voted

march y^e 8 1719-20 m^r Isaac Peabody was sworn to y^e faithfull discharge of his duty be fore y^e selectmen

The free holders and other inhabitants of our Town qualified acording to Law for voting are to take notis to meet here at the meeting house on friday next which will be the sixt day of may Ensuing the date here of at two of the clock

of noone then and there to Elect and depute one to serue for and represent them in a great and genrall Court to be holden at Boston upon wensday the Twenty fift day of may next Ensuing the date hereof: 2^{ly} By vartu of a Warant from the Clerk of the Superer Court you are to take notis to Chuse three good and Lawfull men to sarue on the Jures two on the grand Jure & one on the Jure of Trilas at the next Superer Court to be holden at Ipswitch on the third Tusday of may next: 3^{ly}: to see if our Town will pass a vot that if any of the Inhabitants of our Town shall hereafter harbor any Tranchant parson aboue two months without giueing notis to the Selectmen of the Town that they may be Prosecuted acording to Law then such Inhabitant shall be Liable to maintain such trainchant parson if they shall stand in need 4^{ly}: to see if the Town will take any Corse aboue the Rams and restrain them from going on our Town Common Land

Dated Topsfield April the 30: 1720

by order of the rest Selectmen of Topsfield Ephraim Wilds
Jesse Dorman Constable of Topsfield

At a Lawfull Town meeting of the Inhabitants of the Town of Topsfield on y^e: 6: day of may: 1720

Cap^t Tobijah Perkins is Chosen moderator for y^e meeting
voted

Cap^t Tobijah Perkins is Chosen Representitiue to sarue at y^e great and Genrall Court

Ephraim Willds and Elisha Perkins is Chosen to sarue on y^e grand Jurie at Ipswitch Court next
voted

John Howlett is Chosen to sarue on y^e Jurie of Trialls at Ipswitch Court next
voted

The Town agreed that if any man let his ram run at Large upon our Town Common Land after the Last of July: next to the first of nouember and whosoeuer shall Let his ram run at Large as afore sd his sd ram may be Taken up by any man of our Town and he shall pay five shillings or forfeit his ram
voted

: the one half of the sum to him that takes up said ram
and y^e other half to the use of the Town voted

At a Lawfull Town meeting of the Inhabitants of the Town
of Topsfield on the tenth of June: 1720

Deac: Daniel Redington is Chosen moderator for y^t
meeting

Cap^t Tobijah Perkins is Chosen Representiue to sarue at y^e
great and generall Court to be holden at Boston

The Inhabitants of this Town such as are deuly qualified
according to Law for Voting are to take notis to meet heare
at the meeting house next friday at three of the Clock in the
afternoon to make Choise of two good and Lawfull men to
sarue on y^e Jury of Trialls at the next Inferiour Court of
Pleas and genaral sestion to be holden at Newbury Within
and for the county of Essex September: the 10: 1720

Jesse Dorman Constable of Topsfield

[220] At a Lawfull Town meeting of the Inhabitants of
the Town of Topsfield on the: 16: day of September: 1720
Elezor Lake and Michel Dwinel is Chosen to serue on y^e
Jury of Trialls at Newbury Court on y^e Last tusday of Sep-
tember Instant

The inhabitants of this Town y^t are Qualified according to
Law for voating are required to meet at this meeting house
on friday y^e 4th of nouember next after y^e Date here of at
one of the Clock after noone first to aLow bills of Charge
2: ly to see if y^e Town will giue order for y^e shingling or
other wise Repairing of y^e House y^t William Avrell now
Lieueth in: 3^{dly} to agree upon a day for y^e bringing stray Cre-
tures To y^e pound Dated Topsfield y^e: 26: of October:
1720

Iuory Houey in the name and by
order of the selectmen of Topsfield
Jesse Dorman Constable

At a Lawfull Town meeting of the Inhabitants of y^e Town
of Topsfield on y^e: 4: day of nouember: 1720

Daniel Redington is Chosen moderator for y^e day

The Town alowed to Lieu^t Joseph Gould and Ephraim

Wilds Eight Shillings for going to Ipswitch abute Sarah Greenslit
voted 0 8 0

alowed to Ivory Houey foure shillings
voted 0 4 0

aLowed to Jesse Dorman for careing Sarah Greenslit out of Town five shillings
voted 0 5 0

aLowed to Jesse Dorman for waits and meshours seuenteen shilling
voted 0 17 0

aLowed to John Houey two shillings
voted 0 2 0

and to m^r Simon Bradstreet one shilling
0 1 0

and to John Howlett one shilling
0 1 0

and to Jacob Peabody two shilling
voted 0 2 0

The Town Left it to y^e selectmen to Repaire the house y^t William Auriell now Lives in
voted

The free holders and other inhabitants Qualified acording to Law for voting are to Take notis to meet here at the meeting house next tuesday which will be the fiveteen day of this month of noumber at nine of y^e Clock in the forenoon first to aLow Bills of Charge secondly to see If the Town will aLow the nine pounds to add to m^r Capens sallery as formerly and thirdly to agree upon a day to bring in strays to the Pound Dated Topsfield Nouember: 11: 1720 By order of y^e rest of y^e selectmen Ephraim Wilds

Jesse Dorman Constable of Topsfield

At a Lawfull [220] Town meeting of the Inhabitants of the Town of Topsfield on the: 15: day of Nouember: 1720

m^r Jacob Town is Chosen moderator for this meeting
voted

alowed to Will^m Auriel: 18: shillings for sweeping the meeting
voted

alowed to m^r Capen: Eighty pounds as his sallery was y^e two Last years
voted

alowed to Nath^l Auerel John Howlett and Nath^l Porter for Runing of Lines between the Common and Propritores and for paying artis[ts] one pound seventeen shillings and six pence
voted 01 17 6

alowed to m^r Nath^l Capen for mending the wach house
four shillings and six pence voted 00 4 6

allowed to Jonathan Willds one shilling and six pence for meending the watch house	voted 0 1 6
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The Town agreed to bring in the marks of all the stray Creatours that thay have at their houses unto the house of Daniel Clark on the first Tuesday: 1720

We who are the subscribers hereof having complaint made to us that Corp Jacob Towne has set up fence where the road was formerly Laid Throw the southerly corner of his Land we haue bin & vewed the place and do find that the road may conveniently be altered We do Lay out the aforesd road to be where it is now occupied on the south side of Corp Town his fence as it doth now stand

Dated the: 24th: of nouember: 1720: Epraim Wilds
Ivory Houry

Copia uari attest Nath^l Porter Joseph Town Elezer Lake
Town Clark Selectmen of Topsfield

The Inhabitants of this Town qualified according to Law for voting are to take notis to meet here at the meeting house next Tuesday which will be the twenty seventh day of this month at two of the Clock after noon first to allow Cap^t Perkins his Bill of Charge for going Representative Secondly to allow pay for the repairing the house William Auriel liueth in Thirdly to allow Pay for the making a paire of stcox dated Topsfield December the twenty third 1720 in the name and by the order of the Selectmen of Topsfield

Ephraim Wilds Clerk
Jesse Dorman Constable

At a Lawfull Town meeting of the Inhabitants of the Town
of Topsfield on the: 27: day of December: 1720

The Town allowed Cap^t Perkins his Lawful demands for
going Representative this year voted

Alowed to M^r Nath^l Capen and Jonathan Willds for Re-
pairing y^e towns house y^t Will:^m Auriel now Lives in
voted 3 8 00

Alowed to John Willds for making the Towns stooock and
for finding y^e Iorns and Lock and bringing them to the
meeting house and for seeting up sd stooocks 01 04 00
voted

Ipswich the: 16: day of January: 1720-21

Received of Nathaniel Porter the full and just sum of one
pound and two shillings which is the full that was due to me for
Building the pew that is in the nouwest Corner of Topsfield
meeting house

I say Received by me Joseph Whipple

Copia vari attest Nath^l Porter Town Clark

[222] At a Lawfull Town meeting of y^e Inhabitants of y^e
Town of Topsfield on the 7th of March 1720-21

Cap^t Tobijah Perkins was chosen moderator for that meet-
ing voted

Jacob Peabody is Chosen Town Clerk for y^e year Ensuing
voted and Sworn

Joseph Robinson and Ezra Putnam are Chosen Constables
for y^e year Ensuing. voted. Michael Dwinell accepted and
Chosen Constable by the Town for Ezra Putnam voted

Thomas Gould Lieu Thomas Baker Ivory Hovey Amos
Dorman and Jacob Peabody are Chosen Selectmen for the
year Ensuing voted

Eliezer Lake Joseph Andrew and John Curtis are Chosen
Tithing men for y^e year Insuing voted

John Redington is Chosen Sealer of Leather for y^e Insu-
ing year voted

m^r Daniel Clark & Thomas Caves are Chosen Surveyers
of highways for y^e Insuing year voted

Thomas Robinson Nath^l Borman Eben^r Nickols and Thom-
as Perkins Jun^r are Chosen fence viewers for the year Insu-
ing voted

Cler Elisha Perkins is Chosen grand Juryman for y^e year
Insuing voted

Joshua Town and John Willds are Chosen to serve on y^e Jury of Tryals at the next Inferiour Court to be holden at Ipswich voted

Lieu^t Thomas Baker is Chosen Schoolmaster for the year Insuing voted

The Town agreed to pay to lieu^t Tho^s Baker fourty shillings for keeping School this present year voted

Eliezer Lake and Samuel Howlett are chosen Hogreeves for y^e year Insuing voted

Nat^l Porter Zacheus Gould and Amos Dorman are Chosen a Committe to agree with Edmond Towne and Richard Towne about a strip of Common land which sd Townses Improve and make return of their doings to the Town voted

The officers above Named Chosen to serve the Town for y^e year Insuing were all Sworn to the faithfull discharge of their Respective offices (Excepting John Curtis) on the 7th day and on y^e 13th day of March Currant before the Selectmen.

Attest Jacob Peabody Town Clerk for Topsfield

At a Lawful Meeting of y^e Inhabitants of the Town of Topsfield on March 28th 1721 M^r Daniel Clark Chosen moderator for said meeting voted

Secondly. Nat^l Porter and Zacheus Gould are Chosen to Prosecute the brakers of that Law Relating to horses going on y^e Town Common voted

3ly the Town agreed that hogs should go at Large from y^e Last of October till the first of Aprill the year Insuing voted

Boston April 17th 1721 Rec^d of m^r Jesse Dorman Const: l^e of Topsfield

Twenty one Pounds Eight shillings & six pence in full for my ffather

£ 21—8—6

Jer Allen Treas: r

P Ja^s Allen

A true Copy attest Jacob Peabody Town Cler for Topsfield

[223] Rec^d of Jesse Dorman Constable for y^e town of Topsfield by y^e hands of Ensign Tim^o Perkins the sum of seven Pounds Nine Shillings in full for y^e sd Town for County Rate
7 9 00

Ipswich April 13 1721

P John Appleton County
Treasu^r

Reced the 9th day of february 1720-21 of Jesse Dorman Constable of Topsfield the sum of three Pounds thirteen shilling and six pence

03 13 06

in answer to an order from y^e Selectmen of sd Town I say recived by us.

Nath^l Capen
Jonathan Willds

Jan^{ry} y^e 27th 1720-21 Reci^d of m^r Jesse Dorman Constable the Sum of one pound four shillings that was alowed to me for making the Towns Stocke. I say Rec^d By me John Wilds

Topsfield march 1: 1720-21 Recd of mr Jesse Dorman Constable of Topsfield the sum of two shillings w:ch sd Jesse was ordered to pay me out of the Town rate I say Rec^d by me
John Hovey

Rec^d This 2nd day of march 1720-21 of mr Jesse Dorman Constable of Topsfield the sum of four shillings in answer to an order from y^e selectmen of s^d Town; I say Recived By me
Ivory Hovey

The five Copyes above Entred are true attest Jacob Peabody Town Cler

We whose names are under written being Chosen by y^e Town of Topsfield to run and Perambulate y^e lines between y^e Common and y^e Proprietors on y^e Aprill: 1720. a Line run by m^r Josiah Batcheller y^e artist

Beginning at a great white oak Tree near to Tho^s Towns which is y^e old bound and so easterly 6 rods down to y^e meadow sides and from y^e afore sd white oak westerly: 40 rods to a stake and a heap of stones and at 70: rods a stake and heap of stones at 90: rods a stake and heap of stones at 110: rods a stake and a heap of stones at: 130: rods a stake and a heap of stones at 150: rods a stake and a heap

of stones and so on: 27: rods to a red oak Tree near to Michael Dwinells which is one of y^e old bounds: a white oak tree marked between y^e Red oak and y^e Last heap of stones mentioned y^e whole line on y^t side is: 183: rods: by this line we finde y^t Edmon Town has fenced in a strip of y^e Common land.

A True Copy attest Jacob Peabody
Town Clerk:

Nath^l Averill
John Howlett
Nath^l Porter

The 7: day of Aprill: 1720: a line run by m^r Josiah Bacheler the Artist from y^e Red Oak, by Michael Dwinells: 27: poles westerly a stake and a heap of stones, at: 47 Rods a stake and a heap of stones: at 67 Rods a stake and a heap of stones: at 87 rods a stake and a heap of stones at: 107 Rods a stake and a heap of stones at: 127: rods a stake and a heap of stones: at: 147: a stake and a heap of stones: at: 167: a stake and a heap of stones at: 207 a stake and a heap of stones: at: 227: a stake & heap of stones at: 247: a stake and a heap of stones at 274: a stake and a heap of stones: at: 294: a stake and a heap of stones at: 314: a stake and a heap of stones at: 334: a stake and a heap of stones at: 354: a stake and a heap of stones at 374: a stake and a heap of stones at: 394: a stake and a heap of stones at: 414: a stake and a heap of stones at 434: Rods a stake and a heap of stones: at: 474: rods a stake and a heap of stones [224] And so: 20 Rods to the black oak by John Curtises: The whole line on y^t side is: 494 Rods from the Red or black oak by John Curtecis on a strait line to y^e Red oak by Michael Dwinells, We finde that Amos Dorman has fenced in a strip of the Common Land: and Jacob Towne has fenced in a piece of y^e Comon land, and part of his barn stands on y^e Common Land

Nath^l Averill
John Howlett
Nathaniel Porter

A true Copy attest Jacob Peabody Town Clerk for Tops-field

June. 27 day: 1720 We whose Names are under written being Chosen and Impowered by y^e Town of Topsfield to run Lines between y^e Common and the Proprietors we run a line between Lieu^t Tho^s Baker and y^e Comon: 12 foote from y^e corner of the stone wall that goeth into float meadow and from thence southerly about 80 Rods to a White oak with stones at it near the meadow Commonly called ten acre meadow and from thence about: 40 rods to a stake and a heap of stones and from thence southerly: 57 rods to a stake and a heap of stones and from thence about: 43 rods to a stake and a heap of stones: and from thence Southerly about 43 Rods to a stake and a heap of stones and from thence about: 60 Rods to a white oak Tree marked and from thence about: 84 rods to a black oak tree marked near bare hill plain

Nath^l Averill

John Howlett

Nathaniel Porter

A True Copy attest Jacob Peabody Town Clerk

Perambulation on the Bounds between Salem and Topsfield: and were impowered by y^e Selectmen of Each Town: whereas the Subscribers have Perambulated as may appear viz: Beginning at a Red oak Tree with a heap of stones at it Commonly called Crumwells Rock near the River, from thence to a heap of stones between Three white oak Trees by a great ash Swamp, then to a heap of Stones near Nichollas Brook, Then to a Dry tree with a heap of Stones at it near y^e head of Smiths meadow, then to a croocked Black oak tree near Wheel Brook, and then to a white oak tree with stones at near Wenham highway or causway: we have renewed all the above written bounds by casting more stones to Each Bound: as witness our hands

Dated April 17^{day} 1721

A True Copy attest Jacob Peabody James Houlton
Town Clerk: for Topsfield Daniel Epes

Topsfield May: 4—1721 By vertue of a warrant from y^e Clerk of y^e Superiour Court all y^e freeholders and other Inhabitants Qualified according to Law for voting in our town are required to meet here at the meeting house next Wens-

day at three a Clock in y^e afternoon to chuse three good and Lawful men Each Whereof to have a real Estate of fourty shillings per annom or other Estate Worth fifty pounds Starling: one to serve on y^e grand Jury and two to serve on y^e Jury of Tryals

Joseph Robinson Constable

At a Lawfull meeting of y^e Town of Topsfield on y^e 10th day of May 1721 Cap^t Tobijah Perkins was Chosen to Serve on y^e grand jury and Ensigne John Gould & m^r Daniel Clark are Chosen to serve on y^e Jury of Tryals at the next Superiour Court to be holden at Ipswich on the third tuesday of May Instant

voted

Received of Constable Jesse Dorman five pounds and ten Shillings in full of that money that was ordered him to pay to me for my being at the general Court Last year I say received by me Tobijah Perkins

Dated the 11th of May 1721

A true Copy attest Jacob Peabody Town Clerk

[225] The freeholders & other Inhabitants of y^e Town of Topsfield such as are Quallified according to Law for Voting are hereby notified and warned to meet here at y^e meeting house in Topsfield on munday next which will be y^e fiveteenth day of this Instant may at two of y^e Clock in the afternoon, 1st to Chuse a Representative. 2^{ly} to see if y^e town will Justifie the Selectmen in their not Perambulating or renewing the bounds between Towns Topsfield & Boxford as y^e law directs or consider of some other way & act as the Town shall see cause in y^t regard. 3ly: to Chuse a Committee to Receive the Loan money that shall fall to y^e share of our Town of Topsfield & to agree upon some method for y^e disposing or Improving the same as the Town shall see cause: also to allow bills of charge attest y^e Selectmen of Topsfield

dated y^e 9th May 1721

Thomas Gould
Thomas Baker
Amos Dorman

Joseph Robinson Constable

At a Legal meeting of y^e Inhabitants of the Town of Tops-

field on May 15th 1721 Deaⁿ Daniel Redington is Chosen
Moderator for this meeting voted

m^r Nath^l Porter is Chosen to Represent the Town at y^e
generall Court voted

The Town agreed to send for our towns part of y^e fifty
thousand pounds in bills of Creditt according to an act
made & passed at y^e general Court in March 1720 voted

Lieu^t Joseph Gould, Lieu^t Tho^s Baker, & Serg^t John How-
lett are Chosen Trustees to Receive y^e said money in behalf
of y^e Town; and said Trustees shall Let out sd money at four
per cent: per annum and not to let above twenty pounds nor
under five Pounds of sd money to any person whatsoever;
and take such security as y^e Law Directs: and Shall not let
out any of sd money to any out Towns person. and also y^e
said Trustees shall keep no more of sd money for their own
perticuler use then is allowed to any other person. and shall
render an account to y^e town of their proceeding in y^t mat-
ter annually as the Law Directs voted

the Town agreed to stand by and bear out y^e Selectmen
in what they have done relating to Renewing bounds with
boxford this year voted

the Town ordered y^e Selectmen to draw three pounds
twelve shillings out of the Town Treasury for Cap^t Tobijah
Perkins voted

M^r Isaac Peabody m^r John Hovey & m^r Daniel Clark are
chosen a Committee to see if Boxford will Joyn with them to
Petition to y^e general Court to throw up the Resolve of said
Court relating to the line between Topsfield and Boxford
voted

Topsfield April: 24th: 1721 We the Subscribers were ap-
pointed by y^e Selectmen of Topsfield to meet the Selectmen
of Boxford to perambulate and renew bounds we did accord-
ingly meet at Cap^t Perleys and went and renewed all y^e
bounds we could find with them Elisha Perkins

A True Copy attest Jacob Peabody Daniel Clark
town Clerk

Topsfield May 19th 1721

By vertue of a precept from Colo: Denison Sheriff The Inhabitants of this Town Qualified according to Law for Voting. you are notified & warned to meet here at the meeting house next Tuseday which will be y^e 23 day of this instant May at Eleven of the Clock in forenoon to Chuse a Representative to Serve at the great & general Court at Boston Thomas Gould Amos Dorman Thos Baker Selectmen of Topsfield Joseph Robinson Constable

[226] At a Lawfull Town meeting in Topsfield on y^e 23: day of May 1721 Cap^t Tobijah Perkins is Chosen Representative for y^e town for y^e year Ensuing voted

We whose Names are under written being appointed by the Selectmen of our Severall Towns: viz, Wenham and Topsfield to Renew and Perambulate bounds between our Respective towns, as the Law Directs, have according Attended Said Service, and have renewed the bounds from A heap of stones Near to M^r Porters Meadow, according to a Settlement in: 1682: about 15 or 16 Pole Southerly from y^e white Oak Tree the Corner bounds between Salem and Topsfield. to y^e plump of maples near Charles gotts meadow and so as the Brook Runs by a maple Stube by the way going over into the meadow to a stake and heap of stones in y^e Brook from thence to the Southeasterly Corner of Pigdens meadow to a stake and a heap of stones and so to the river according to y^e settlement in the year 1694. Which bounds we do agree unto

as Wittness our hands

John How }
Jacob Town } for
John Curtis } Topsfield

Samuel Kimball }
Tho^s Tarbox } for
Daniel ffisk } Wenham

May y^e 23: 1721

A true Copy as attest Jacob Peabody Town Clerk

Received of m^r Jesse Dorman Constable of Topsfield
Eight Shillings we say received by us Ephraim Willds

March 7th 1720-21

Joseph Gould

March 7th 1721 Received of Constable Dorman Eighteen

shillings in money for sweeping of the meeting house I say
Received by me William Averill

Received of m^r Jesse Dorman Constable of Tops^d one shilling ordered by the Selectmen to me Simon Bradstreet

Feb^{ry} 20th 1720-21, Received of m^r Jesse Dorman Constable of topsfield two shillings in money which the Selectmen ordered him to pay to me

I say Received by me Jacob Peabody

These four receipts last Entred are true copies attest Jacob Peabody town Cler

The freeholders and other inhabitants of this town such as are Qualified According to Law for Voting are hereby notified to meet here at y^e meeting house in Topsfield on Tuseday y^e Eighth day of this Instant August: at two of y^e Clock in the afternoon

I to Chuse a Representative: 2 to see if the Town will give Liberty for y^e Erecting of a Seat at Each End of the pulpit.

Dat. August y ^e 1: 1721	Amos Dorman	} Selectmen of Topsfield
Joseph Robinson Constable	Thoma Gould	
	Thomas Baker	

At a Legal meeting of y^e inhabitants of Topsfield August 8th 1721 Cap^t Tobijah Perkins was chosen Representative

[227] At a Lawfull meeting of y^e Inhabitan^{ce} of y^e town of Topsfield on September 12th 1721 Nat^l Averill and Ensigne Timothy Perkins were chosen to Serve on y^e Jury of Tryals at y^e next Inferiour Court to be holden at Newbury voted

At a Legal meeting of y^e Inhabitan of y^e town of Topsfield on October 10 1721 Ephraim Willdes and Jacob Towne were Chosen to serve on y^e grand Jury and Nat^l Porter is Chosen to Serve on y^e Jury of Tryals at the next Superiour Court to be holden at Salem voted

There being nothing done nor to be done but Jurymen to be Chosen the two last meetings Therefore y^e notification was not Entered.

The freeholders and other inhabitants of this Town such

as are Qualified according to Law for voting are hereby notified & warned to meet here at y^e meeting house in Topsfield next teusday Come fourtnight at two of y^e Clock in the afternoon which will be the Seventh day of November next:

1st: To alow bills of Charge

2^{ly} To See if y^e town will Pass a vote for the preventing of any Peson Coming into town to be a Town Charge

Topsfield Octobe^r y^e 23: 1721

Tho: Baker

in y^e name of the Select
men of Topsfield

Joseph Robinson Constable

Att a Legal meeting of y^e Inhabitants of y^e Town of Topsfield on y^e 7th of November 1721

the Town alowed to Cap^t How 2 shillings for perambulating with Wenham

The Town alowed to Jacob Perkins 16 shillings for mending y^e meeting house glass this year voted 00-16-00

the Town alowed Nat^l Capen 9^s-6^d for work iron and oyl & Spanish Brown to fit up the meeting house vein

voted 00-9-06

the Town alowed to William Averill 18 shillings for sweep-
ing y^e meeting house voted 18-00

the Town alowed to Qu: master Ephraim Wilds & Amos Dorman for perambulating with Salem Last Spring

voted 00-04-00

the Town alowed to Elisha Perkins & Daniel Clark for going to Perambulate with Boxford this year voted 00-04-00

y^e Town alowed to Thomas Gould & Ivory Hovey 4 shillings for Perambulating with Ipswich this year

voted 00-04-00

The Town alowed to Jacob Town & John Curtis one shilling & six pence to each for perambulating with Wenham

voted 00-03-00

the town alowed to m^r Capen Eighty pound in Passable money for his work in the ministry this year voted 80-00-00

the Town gave the Selectmen power to alow Cap^t Tobijah Perkins his Lawful Demands for serving y^e town at the general Court this year

voted

Ipswich November y^e 6th 1721

Wee the subscribers being appointed by y^e Town of Ipswich & Topsfield to perambulate y^e Line between said towns have accordingly met & perambulated [228] the Line & renewed the marks & bounds between said Towns by throwing Each of us a stone at y^e siveral trees on y^e sd bounds Which Wee find to be agreeable to & exact with the antient bound formerly settled as Witness our hands

Thos Gould

Nat^l Hart

Ivory Hovey

John Kimball

Entred P Jacob Peabody Town Cler

Recevid of m^r Jesse Dorman as Constable for Topsfield for y^e year 1720 y^e full of what was Committed to him to Collect for my use & for y^e year aforesaid I say Received y^e full as afores: d this 16th Jan^{ry}: 1721-2 per me

Joseph Capen

A true Copy: Entered by Order of Selectmen

Jacob Peabody Town Clr

Boston May 24th 1720.

Rec:d of mr Simon Bradstreet constable of Topsfield P m^r Tobijah Perkins Fourteen pounds, six shillings and six pence in full For my ffather Jer Allen Treasurer

P Ja^s Allen

£ 14-6-0

Rec:d of m^r Simon Bradstreet late Constable of Topsfield the sum of two pounds ten shillings and six pence which with other Receipts is in full of all that was due to me as Town Treasurer

I say Rec:d this 23^d day of Novem^r 1721 per me

John Gould Town Treas^r

the two Copies Last Entred are true Copies attest Ja Peabody Town Cler

To M^r Joseph Robinson Constable of Topsfield greeting &c you are hereby Required in his Majesis Name: forthwith to warn the freeholders and other inhabitance of Topsfield, on y^e north side of y^e River; Qualified as y^e Law Directs for Voting in the perticulers hereafter named to meet at y^e meeting house in Topsfield on y^e first Tuseday of march

next after the date hereof at Eight of the Clock in the morning on sd day

1st to Choose Town officers as the Law Directs

2ly to Chuse Men to reckon with Mr Ephraim Willds and Mr Daniel Clark they having money in their hands to be Disposed of by the Town.

3ly to Choose a County Treasurer. 4thly to see if the Town will agree that the Proprietors shall Divide all the undivided Common Land in Topsf^d according to the rule they have already Voted to Divide by: with this addition; viz with adding Poll money, for one Poll to Each freehold according as they have paid to them Rats which the proprietors agreed to Divid by

Dat: Topsfield ffeb: 19th 1721-2

Amos Dorman	} Selectmen of Topsf:d
Thomas Gould	
Ivory Hovey	
Thomas Baker	

Essex Topsfield march 6th 1721-2

By Vertue of this warrant I have warned the Inhabitance of Topsfield on the north side of y^e river to meet according to time & place within mentioned

Joseph Robinson Constable

[229] At a Lawfull and annual Town meeting of Inhabitants of Topsfield being Leagally warned and convened together on March y^e 6: 1721-2

Mr Isaac Peabody is Chosen Moderator for said meeting
voted

Jacob Peabody is Chosen Town Clerk for y^e year Ensuing
and sworn voted

Thomas Dwinel and David Baultch are Chosen Constables for y^e year Ensuing
voted

Serg^t Jn^o Howlett mr Isaac Peabody Lieu^t Tho Baker Jn^o Nichols and Qu:master Ephraim Willds are Chosen Selectmen for the year Ensuing
voted

Serg^t Ivory Hovey Cap^t Tho^s Robinson and Timothy Perkins Sen^r are chosen tythingmen for the year Ensuing
voted

Serg^t Amos Dorman is Chosen Sealer of Leather for y^e year Ensuing
voted

Tobijah Perkins Jacob Estey Eben^r Nicholls and mr Simon Bradstreet are Chosen Sirveyors of highways for the year Ensuing voted

Samuel Howlet Jacob Dorman and Jn^o Curtis are Chosen fence viewers for the year Ensuing voted

the Town agreed that y^e Proprietors shall divide all y^e undivided Common Land in Topsfield: according to the Rules, that the s:d proprietors have already agreed to divide by voted

Jesse Dorman and Joseph Andrew are Chosen hogreeves for y^e year Ensuing voted

the Town agreed that the present Selectmen shall Reckon with Mr Ephraim Willds and mr Daniel Clark: and Receive the towns money: they have in their hands for the Towns Use voted

Serg^t John Howlett and Nath^l Borman are Chosen to serve on the Jury of Tryals and Tho: Gould is Chosen to serve on y^e grand Jury at the next Inferiour Court to be holden at Ipswich voted

Jn^o Curtis is Chosen Schoolmaster and accepted for the year Ensuing voted

Lastly the Town agreed to give John Curtis one pound for being Schoolmaster the year ensuing voted

The above named Selectmen, Constables, Tythingmen, Sealler of Leather and Surveyers of highway, fence viewers, and Hogreeves did all take the oath belonging to their Respective offices before the Selectmen and Town Clerk on y^e sixth day & on y^e ninth day of march. 1721-2

Attest Jacob Peabody Town Clerk

The freeholders and other Inhabitants of Topsfield such as are Leagally Quallified for Voting are hereby Notified and warned to meet here at y^e meeting house in Topsfield on friday next at three of the Clock in y^e Afternoon which will be the Twenty third day of this Instant: To see if the Town will give Liberty for swine to go at Large according as the Law gives Liberty

Tops:^d March y^e 16: 1721-2

David Baltch } of Topsfield	Isaac Peabody	} Selectmen of Topsfield
Constable }	Ephraim Willds	
	John Howlett	
	Tho Baker	

At a Lawful town meeting in topsfield march 23: 1721-2

The town gave Liberty for swine to go at Large within the bounds of Topsfield for y^e year following according as the Law gives Liberty voted

[230] The freeholders and other inhabitation of this Town such as are Leagally Quallified according to Law for voting: are hereby Notified & warned to meet here at the meeting house in Topsfield on fryday next at two of y^e Clock in the afternoon, which will be the Eleventh Day of this Instant m^o

1 To Choose a Representative: to serve for: & represent This Town in a great and generall Court: in Boston: 2^{ly} To Choose three good and Lawfull Men One to Serve on the grandiury and two on the Jury of Tryals at y^e next Superior Court of Judicature to be holden at Ipswich for y^e Court of Essex Tops:^d May y^e 4: 1722 Thomas Baker

by order of the Selectmen of

David Balch Constable of Topsfield Topsfield

At a Leagall Town meeting in Topsfield on May 11th 1722. Cap^t John How was Chose moderator for sd meeting voted

Mr Daniel Clark is Chosen to represent the Town at the general Court the next sessions voted

Qu: master Ephraim Willds is Chosen to Serve on the grand Jury voted and Jacob Dorman & Jacob Robinson are Chosen to Serve on the Jury of Trials at the Next Superiour Court to be holden at Ipswich voted

At a Lawfull Town meeting in Topsfield September: 14th 1722 Jacob Estey & Joseph Knight are Chosen to serve on the Jury of Tryals at the next Inferiour Court to be holden at Newbery voted

Boston June 7th 1722

Rec^d of m^r Michaell Dwinell Const^a of Topsfield P m^r Daniel Clark Nine Pounds seven shill:s & Eleven pence in full ffor my ffather Jer Allen Treasu^r

P Ja^s Allen

Rec^d of Michael Dwinell Constable for Topsf^d three pound four shillings six pence for the County Rate by me John Appleton July 5th 1722

Topsf^d March y^e 6 1721 or 2

Then Rec^d of m^r Michael Dwinell Constable for topsf^d the sum of two Pounds five Shillings I say Rec^d by me for my ffather m^r Tobijah Perkins

by order of the Selectmen Tobijah Perkins Jun^r

The three receipts Last Entered are true Copies attest

Ja: Peabody Town Cle:

The freeholders and other inhabitants of this Town such as are Leagally Quallified according to Law for voting are hereby Notified & warned to Meet here at y^e meeting house in Topsf^d on y^e next Tuseday Comfortnight at twelve of y^e Clock on sd day: which will be the Sixteenth Day of October next Ensuing y^e date hereof: first to allow Bills of Charge

2ly to see if y^e town will add nine pound to m^r Capens Sallary as formerly

3ly To see if y^e Town will accept & confirm by a vote the Proprietors Divisions of the Common Lands in Topsfield

4ly as also To Confirm the Exchange of the Parsonage.

Topsf^d September y^e 28: 1722 David Balch Constable of Topsfield Tomas Baker by: Order of y^e Selectmen of Topsfield.

[231] Examined and Entred by me Jacob Peaboby Town Clerk for Topsfield

At a Lawfull Town meeting in Topsfield being Leagally warned and convened together on y^e 16th of October 1722

Dec Daniel Redington is Chosen Moderator for the meeting

the town Allowed to Cap^t Tobijah Perkins four pound for serving at y^e general Court

the town Allowed seven shillings to Mary Averill, widow of William Averill Deceased for his sweeping the meeting house about four months before he died

the town Allowed to Samuel Howlet seven shillings for sweeping the meeting [house] from y^e fifteenth of July till

this time—and two shillings & six pence for mending y^e Lock of the meeting house Door & for mending the hinges of y^e Pound gate voted 0 9 6

the town Allowed Nine pound to add to m^r Capens salary to make the Whole Sum Eighty pounds for this year voted

The Town allowed two shillings to Thomas Gould which sd Gould paid to M^r Capen for Isaac Comings Jn^r of Ipswich he being rated so much and refusing to pay it voted 0 2 0

The Town did accept of and confirm by a vote the Proprietors Devisions of the Common Lands in Topsfield together with y^e sale of y^e Land made by the Proprietors Committee for the defraying of the Charges of sd Divisions, that so the Purchassors, and Each Proprietor, May hence forth and forever, hereafter enjoy their Lotts; of sd Sale, & Divisions; according to the butts, and bounds thereof: Made by the Proprietors Committe, to each Proprietor, & purchassor, according to the return of the Proprietors Committe in the Proprietors Book of Records in Topsfield voted

Daniel Clark William Town Jacob Town Joseph Town & Edmond Town and Joshua Town & Amos Dorman & Thomas Dwinel all Entred their Contrary Decents, to y^e Last Vote above Entered

The Town accepted & confirmed by a vote. the Exchange of the Parsonage Lands in Topsfield according to the bounds thereof as it is returned in y^e Proprietors Book of Records in Topsfield voted

The freeholders & other Inhabitants of y^e Town of Topsfield Duly Quallified for voting are hereby Notified to meet here at y^e meeting house in Topsfield on Tuseday next it being y^e Eleventh Day of this Instant Decem^{br} at one of the Clock in the after noon

To see what y^e Town will see cause to Do or how to Dispose of the interest of the Loan money of said Town: Which is now in the Trustees hands

To allow Bills of Charge also to act upon anything that y^e town shall then see cause

Topsf^d Decem^r y^e 8th 1722

David Balch Constable of Topsfield Thomas Baker P or-
der & in y^e name of y^e Selectmen of Topsf^d

A true Copy attest Ja:^b Peabody T Clerk

At A Lawfull Town Meeting in Topsfield: Decem:^r y^e
11th: 1722

Mr Isaac Peabody is Chosen moderator for sd meeting

voted

The Town agreed that y^e Last years interest of the Towns
Loan money shall go to pay the Towns Debts

voted

The town allowed to Lieu^t Joseph Gould for fetching y^e
Towns money from Boston in the year 1721 ten shillings

voted 00 10 00

The Town allowed two shillings six pence to m^r Elisha
Perkins for the Iron Staples and bolt which is in the meeting
house Door

voted 00 02 06

[232] Wee the Subscribers being Desired by the Neigh-
bours of Mr John Nickols to Lay Out and turn y^e highway
as it goes up Mr John Nickols hill, and both Parties with the
Selectmen, have agreed as followeth: Beginning at a white
oak tree about four Rods from the Bridge, so from y^e white
oak tree, two rods sowwest and so from y^e East Side of the
old Road two Rods sowwest: so as the Road runs to a Rock
by y^e road sowwest. So running on a strait Line on that
corse to a Rock about one pole from A great flat Rock on
y^e south side of y^e way and from that Rock two pole East

Ephraim Willds

Tops:^{ld} June y^e 27th 1722

Thomas Baker

A True Copy of the return attest

John Howlett

Ja^{cb} Peabody Town Clerk

At a Lawfull Town meeting of y^e Inhabitance of the Town
of Topsfield on y^e 2^d Day of Jan^y 1722-3

The Town allowed to y^e Revered Mr Joseph Capen three
shillings per week for keeping y^e widow Mary Averill from
the fifteenth Day of July Last till this present time

voted

The ffreeholders and other Inhabitants of y^e Town of
Topsf:^d Duly Quallified as y^e Law Directs for voting:
are hereby notified & warned to meet here at y^e meet-
ing house in Topsfield: on y^e first Tuseday In March next
Ensuing, at Eight of y^e Clock on said Day which will be

y^e next Tuseday Come seven night. 1ly To Chuse Town officers as y^e Law Directs.

2ly To Choose jury men for Ipswich Court.

3ly To see if y^e Town will agree upon any way or meth-
od: how they may make improvement of y^e Parsonage Land
in Topsfield or Lay Restriction that no wood be cut theiron:
nor Rocks Carried off

4ly To see if y^e Town will answer any Petition y^t may
be offer^d at sd meeting also to act upon any other thing or
things y^t may then be thought needfull

	Ephraim Willds	} Select-
Topsf ^d febr ^y y ^e 23 1722-23	John Howlett	
David Balch Constable of Topsfield	Tho: Baker	
		} men of Topsf ^d

At A Lawfull & annual Town meeting of y^e Inhabitants of
Topsfield March fift 1772-3 first Decⁿ John Howlett is Chos-
en moderator for s:d meeting

Jacob Peabody is Chosen Town Clerk for y^e year Ensuing
voted

Corp^l Jacob Robinson & Benjⁿ Knight are Chosen Con-
stables for y^e year ensuing

Corp^l Nath^l Borman Deaⁿ Jn^o Howlett Thomas Gould Eli-
sha Putnam and Jacob Peabody are Chosen Selectmen for
y^e year Ensuing

John Hovey Edward Putnam & David Balch are Chosen
Tythingmen for y^e year ensuing

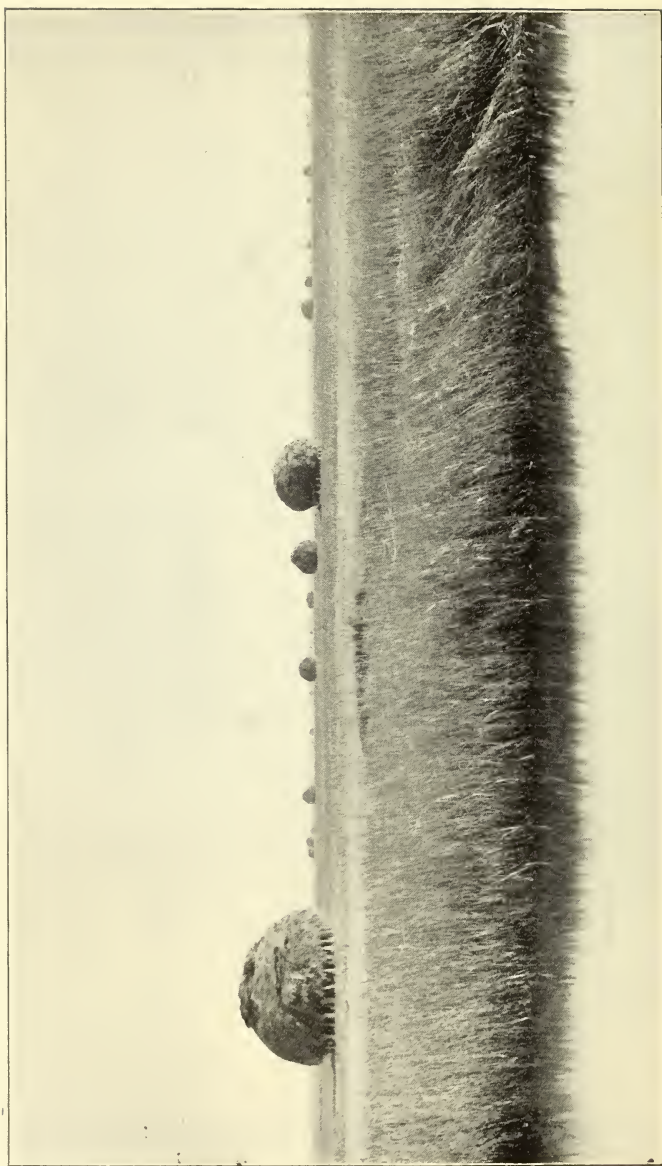
Serg^t Amos Dorman is Chosen Sealer of Leather for y^e
year Ensuing

Joseph Andrew Jacob Dorman Tho^s Dwinel & francis
Peabody are Chosen Surveyers of highways for y^e year
Ensuing

Clerk Elisha Perkins Corp: Joseph Town & Lieu^t Tho:
Baker are Chosen fence viewers for ye year Ensuing

[233] Serg^t Ivory hovey is Chosen to serve on y^e grand
jury for y^e year ensuing and Benj Town & John Willds is
Chosen to serve on y^e jury of tryals at ye next inferiour
Court to be holden at Ipswich

The Town agreed that no parson shall cut down any tree
or trees that are growing or standing on y^e Parsonage Land
in Topsfield: under y^e pennalty of y^e Law in Case of such
Trespass on any proprietors Land



From Currier's "History of Newbury."

THE MARSHES AT NEWBURY

THE SALT MARSHES OF THE MASSACHUSETTS COAST.

BY HENRY FOLLANSBEE LONG.

In the latter part of April in the year 1614, Capt. John Smith sailed along the shores of Massachusetts Bay, and in his description of the place now known as Ipswich he relates, "On the East is an Isle of two or three leagues in length, the one halfe plaine marish ground, fit for pasture, or salt ponds,"* thereby showing a familiarity with the utility of the salt marshes of New England. Many of those who settled near Ipswich came from the east coast of England where still exist the extensive marshes and "broads" of Norfolk and Essex. The early settlers naturally brought with them the customs of Old England, and probably at the very first used the marshes for pasturing, as we learn that in their former homes across the sea some marshes were not allowed to be cut, "for it is justly supposed to be very hurtful to such valuable bullock lands," and further, "it has been observed that horses and black cattle thrive better, and flesh and fat sooner in salt marshes than in fresh water meadows or

*This refers to the Plum Island marshes lying between the Ipswich river and the Merrimac, and now having an area of about 12,500 acres. This system of marshes is perhaps the largest of any existing north of Long Island Sound, and when connected with the marine swamps lying about the Hampton river on the north, and those about the Ipswich and Essex rivers on the south, the total area, amounting in all to over 20,000 acres, is greater than any other of the northern salt marshes. A monograph by Prof. N. S. Shaler, describing these seacoast swamps, both geologically and economically, may be found in the 6th Annual Report of the United States Geological Survey (1884-5), pages 353-398.

upland pastures, though the reason of it has never been fully assigned. But according to some, it is supposed that the air of the sea whets their appetites."

But these marshes were valuable to the settlers not only for fodder, but for the long thatch which was used to cover the rude dwellings of that time, for in spite of the fact that as early as 1631, Governor Dudley forbade any man building a wooden chimney or thatching his roof, up to 1690 one-story houses were nearly all thatched. It was usual for towns to set aside certain lots lying between the salt marsh and low water mark, where thatch grew, for the purpose of supplying the roofs of the cottages, and up to the year 1660 the dwellings were largely of this sort, with catted wooden chimneys. These wooden chimneys were lined with clay, daubed to the very top, though the labor of claying the top was quite difficult. This combination of wooden chimney and thatched roof did not promise well for a community without ample fire protection, and the result was that in 1642 some towns made a law that all houses of this construction should have a ladder in readiness, in case of fire. It was not uncommon for the splinters at the top of the chimneys to catch fire and the sparks to drop on to the thatch and then of course the flames would soon destroy the house. In the Court Records appears the case of a woman servant at Ipswich accused of setting fire to one of these dwellings, and in answering the charge she said that being at home alone, and the cows having got into the corn, she took hold of the thatch to pull herself up to look around to locate them, and in doing so she upset her pipe and the thatch caught fire.

In the Colonial Laws, under date of October 17, 1649, it is recorded that, "the inhabitants of a towne wthin this iurisdiction, at their first siting downe did gen^rally agree to set apart a certeine p^rcell of land, to the value of about 20 acres lying between the salt marsh and the low water marke, for the use of the whole towne, to be impved for thatch^d houses, the want whereof is very preiuditiall to the towne, since w^{ch} time this honored Genurall Co^rte, by an order of theirs, haue made all the lands to low water

marke to be the proprietors of the land joyning there vnto ; the aforesaid inhabitants, not being able to resolute themselves, humbly desire the resolution of this honnoured Court, wther the orde^r of the Court make voyd the preceding towne order. The Court doth conceive the Courts order doth not disanull the order of the towne preceding it." The result of this action is shown by Joseph B. Felt in his History of Ipswich, when he notes under date of 1668, that "the poorer sort of inhabitants having been restricted in the use of what they considered common lands, they are prevented from getting thatch to cover their houses, and to serve for fodder." Again, under date of May 19, 1669, in the Colonial Laws, we find that, "In ans^r to the petitions of the inhabitants of Ipswich and Gloucester exhibited to this Court in relation to Thatch Banks, etc., the court judgeth it meete to declare that notwithstanding the lawe about priuledge to low water marke one hundred rods, yet, when townes doe not grant their lands to the riuers, but otherwise bound mens lands that lye by the riuerside there, they have not liberty to clayme further right by the sayd lawe, though where no such bounds were sett, or reserves made in grants, the Court declares that the say'd lawe must take place and doeth cleerely determine the case, it remaining wth the Court to consider the lawe as they see cause."

Although the use of thatch for roofing has long since disappeared in this country, the thatching of roofs with rye and similar growths is very common in Great Britain and Europe to-day. An article in a magazine of recent date speaks of the "varied beauties of thatch" and of the "thatch encircling the little dormer windows and the beautiful curves of the roof, and the exquisite finish of the roof ridge, the most critical point of the whole." Just how the earlier settlers thatched their roofs the records fail to show, merely mentioning the value of "thatching tools." The practice in Great Britain of late years has been as follows, and probably the earlier method in this country was very much the same: the roofs of the dwellings had boards, slats, or strips of wood laid across the rafters. The thatch, after being mowed, was gathered by

hand into a bunch about six inches thick, and two or three strands of grass were taken to tie the whole bunch together. These bunches were laid along the roof just over the eaves, and were held in place with a short willow stick sharpened at both ends and stuck under the slats, then carried over the bundle of thatch and stuck under the next slat, thus holding the bundle of thatch firmly in place. These bundles of thatch were piled about six or eight bunches deep, and attached to each other by means of these willow sticks. The loose ends extending over the edge of the roof were sheared off to about four inches from the eaves, leaving just enough overlay to carry the rain water clear of the house, and yet make the roof look neat. The next bunches were not only wound tightly together in the centre, but the ends, cut even, were wound as tightly as it was possible. A long dull-pointed tool was used to make a hole in the first layer of thatch, and the tightly wound end of the next bunch was jammed into the space made by this implement. The process, from eaves to the ridgepole, was exactly the same, and similar to the present method of laying shingles. The ridge of a roof was not thatched, but a layer of sod was placed so that the ridge was covered, and also some portion of the roof near the ridge.

At first glance the salt meadows appear rather monotonous. Pale yellow and muddy brown seem to be the only noticeable tints in the straw-colored waste. But a closer scrutiny will reveal a remarkable variety of color effects. The areas of different grasses are often acres in extent, so that the tints, shading from the lightest pea green of the thinner sedges to the blue green of the rushes, and the deep emerald green of the hay grass, merge across their broad bands into perfect harmony. Some one has said that "there is no bank of violets stealing and giving half so sweet an odor to my nostrils, outraged by a winter of city smells, as the salty, spray-laden breath of the marsh. It seems fairly to line the lungs with ozone. I know how grass-fed cattle feel at the smell of salt." Our Essex County poet, John Greenleaf Whittier, must have had a somewhat similar

feeling when he wrote in his "Snow Bound" of the marshes, with the very breath of the marsh in every line.

"Where Salisbury's level marshes spread
Mile wide as flies the laden bee;
Where merry mowers, hale and strong,
Swept, scythe on scythe, their swaths along
The low green prairies of the sea."

And is there in Massachusetts a landscape or a touch of Nature's hand that carries the mind so far toward the creative period of the earth as to stand in the midst of the salt marsh when the flush of twilight steals over its straw-colored desolation. It is as if our eyes opened for the first time upon the struggle of darkness with light; as if chaos ruled again and the drama of evolution had to be created anew, for the salt meadows, with their lagoons and pools of standing water, are the last remnants of the sea which once covered them entirely.

September 23 and 26, 1661, all the marsh land in Newbury, bordering on Plum Island river, was divided among the freeholders of the town. The first division extended from Rowley bounds to Sandy beach, "in lots of four acres each . . . and the second division . . . from four to ten acres each, . . . beginning at the upland next Merri-mack Barre and extending to Sandy Beach, . . . also the marsh land in the neck over the Great River . . . of five acres each."

In Gage's History of Rowley, under date of 1667, we read that "Hog Island marshes were divided and laid out to the following persons . . . The Hog Islands were reserved for the use of the Indians for planting, etc.; other Salt marshes had been previously divided."

In the year 1665 there was a division made of 800 acres of marsh and upland in Ipswich, beginning at the end of Plum Island toward Rowley. In the same year lots were assigned on Castle Neck and Wigwam Hill. This included only a portion of the marshes, and it may be that the marshes elsewhere were included in the upland grants near by.

In the very early days the settlers went to marsh on

horseback, loading the tools and food on the horse's back as well. When two or three went it was customary for them to take turns in riding the animal. One would ride ahead for a distance and tie the horse and continue on foot. The next man reaching the horse would ride on a distance beyond where the first was walking and hitch as before, and so continue on foot. As the early roads or trails were almost impassable for the rude carts they had in those days, it is more than likely they brought the hay home in winter on sleds. At a later date, when the two-wheel chaise came into use, the custom of going to marsh was similar, save that the tools were loaded into the chaise with two men, and they drove the horse some distance, and after tying, proceeded on foot. Tradition says that this custom was very common in Topsfield, and that it was usual for the first hitch to be made at Gravelly Brook, the town line between Topsfield and Ipswich, and then always spoken of as the "half way place." The labor on the marsh was severe, and it is told of one Topsfield farmer in those days, who arose at the hour of one and walked to the marsh with his scythe and food and other small things strapped to his shoulders, that having done a day's work and walking homeward, when he reached the last hill on his return trip, though the weather was cold, he would as quickly lie down by the roadside and sleep for the rest of the night as to go a mile farther. An elderly man has recently said that "marsh work was one way to kill a man." Yet the meeting of neighbors and the friendly rivalry between men made the work on the marsh a welcomed change from the daily routine on the farm.

The manner of cutting and curing the hay in those early days probably was not unlike that followed in more recent times. Owing to the long and severe New England winter, it was very necessary to be well supplied with hay for the live stock, and as sufficient English hay would be very costly, the farmers used a large amount of salt hay. Formerly the products of the salt marshes were not forgotten by the coast dwellers of Massachusetts in their annual acknowledgment of blessings bestowed by Providence, when thanks were returned upon the day which is

now one of national observance. Joseph B. Felt, in his History of Ipswich, written in 1836, says, "Large quantities of salt hay are obtained from the marshes. It is healthy for cattle and makes much saving of other fodder. The labor of obtaining it is the hardest and most perilous which our farmers have to do. It is noticeable that old records, in speaking of marshes, sometimes call them meadows." English accounts of about the same date state that "in some places the grass from salts is annually mown, and yields a short, delicate hay, that proves a very salubrious provender for sheep; but care must be taken to prevent its being carried off by the tide, for which reason it is often found necessary to bring it into the inclosures for making." It is added that these salt marshes are very "efficacious in relieving many complaints incident to cattle, and are likewise useful in furnishing a considerable range for young sheep." The higher grass was suited more for laboring horses, "but the low meadow marsh and some other of the softer descriptions of hay are, from their possessing such qualities, better suited as a fodder for milch cows and other kinds of neat cattle, as well as such horses as are not much employed in team labour."

One writer speaks of the marsh in the following words: "Instead of waste high grass, there lay around me acres and acres of the fine rich hay grass, full grown, but without a blade wider than a knitting needle or taller than my knee. It covered the marsh like a deep, thick fur, like a wonderland carpet, into whose elastic, velvety pile my feet sank, and sank, never quite feeling the floor. Here and there were patches of higher sedges, green, but of differing shades, which seemed spread upon the grass carpet like long-napped rugs."

These marshes yield an abundant growth of the coarser grasses locally known as "black grass, fox grass, branch grass, blue grass, goose grass, cove hay, salt hay mixture and flat sedge." These hays have been subjected to a chemical analysis by the Massachusetts Hatch Experiment Station, and their digestibility determined by the aid of sheep, and it was found that "salt marsh hays differ but

little in chemical composition from average meadow hay." Salt hay cut when in blossom and well cured, contains rather less digestible matter than the average English hay cut under similar conditions, "and has from 10 to 18 per cent. less feeding value than average English hay." When fed in combination with grain and corn silage, which is the general method of feeding, "the salt hay rations produce from 2 to 5 per cent. less milk and butter than an equal amount of English hay similarly combined."

In 1835, salt hay sold at auction in Topsfield at \$12.50 per ton, but at earlier dates the price was no higher than five or six dollars. Previous to 1850 the Topsfield farmers cut annually about six hundred tons of salt grass. The town is located about ten miles from the marsh lands. The total amount of salt grass cut at that time by the farmers living within convenient hauling distance of the marshes must have been very large.

A marsh to produce good hay and to be in good condition to cut must be well drained, and these drainage ditches, cut with turf spades, are a source of constant danger to people unfamiliar with the marshes, and many a gunner or green marsh hand can relate a personal experience of having slipped into one of these narrow ditches three or four feet deep. Practically no care is given to the marshes beyond keeping open these ditches which serve to drain the tide water. In the old days, a marsh that was well drained and well situated was valued at upwards of \$70 an acre; at the present time it is hard to give a marsh away, and the towns will not even try to sell them for the taxes. In some places, however, large areas are now purchased for gunning purposes by clubs and wealthy individuals. The soil on these marshes is exceptionally good and runs to the depth of 30 or 40 feet. In addition to the ditches, the marshes are a regular network of natural creeks which are filled with water at high tide.

It is safe to say that every farmer within convenient hauling distance has at some time owned a piece of salt marsh, and although the cutting of it was by far the most laborious of all his work, it was also the only labor that he looked forward to with any degree of enthusiasm.

Some of these marshes have been in one family for upwards of 125 years and have been cut every year.

About thirty years ago considerable research and investigation was made by the United States government in connection with a plan for diking these marshes, somewhat as has been done in the maritime provinces, and thereby reclaiming land which would be very valuable. The chief obstacle that prevented the successful carrying out of this project was the fact that the ownership of these marshes had been divided and sub-divided many times, and in consequence it was practically impossible to get any considerable number of owners to agree upon any proposition of improvement entailing expense. Private enterprise, however, has diked some of the marshes at a cost of about \$5 an acre, and it has proved a wise investment. The roadbed of the Eastern Railroad, when built, formed an excellent dike, and to-day rich hay fields along the New Hampshire shore were once wide open marshes.

The rivalry among the young men in the old days as to physical ability was as keen as at present, but lacking the out-of-door games of to-day, they had the salt marsh, where all questions as to muscular ability were settled. The rivalry also was just as intense among the older men, for to be known as a powerful mower on the marsh was an honor indeed. The young men would often practice mowing some weeks before marshing began, to get their hand in, and also to try out the different scythes, that they might be sure of every advantage they could obtain by choice of implements.

The first step a farmer must take before mowing his salt marsh was to find out the exact time for a low run of tides. During the high course of tides the marshes were covered with six or eight inches of water at least, for six hours of the day and often longer. When the low tides came, the marshes were free of water for ten days to two weeks during the entire day. The grass must be cut and dried for two or three days before it was stacked or carried from the marshes on long poles, for the salt water would spoil the mowed grass if it did not carry it away on the tide. In the very early days certain men in the com-

munity knew enough about the position of the moon with relation to the earth as to be able to tell some time in advance when the tides would be favorable, but the majority of farmers have used the almanacs for many years. Having set his date for cutting, the farmer began to get his crew together. In this he had but little difficulty as help could always be obtained for marshing, for though the work was hard, there was lots of fun and plenty to eat and drink. These men could be hired for one dollar a day and board. In many cases a community of farmers would help each other. The farmer's wife had to bear the labor of the next step in marshing, which was to prepare two or three days food for eight or ten hungry men. Though many farmers went to marsh a day at a time and of course in some cases the day trip would last for twenty-four hours, yet many others would go for a stop of two or three days, sleeping in the barns near the marsh.

From the fact that the neighbors often helped each other in cutting hay, the "wimen folks" always gave the best the house afforded, for there was considerable rivalry then as now, and one house-wife was not to be out-done by a neighbor, so in consequence she worked, fretted and schemed, to have something better and different than any other woman, and the men reaped what she sowed. The farmer, however, had to prepare sufficient drink for his crew, and this usually consisted of plenty of rum and hard cider, though some brandy was taken. In some cases a farmer carried nothing but sweetened water, but these instances were spoken of with a groan or with contempt. One man who always insisted on carrying sweetened water was called "Molasses Jack" for years on account of the following incident. The day before going to the marsh he had carefully mixed a lot of this sweetened water in a ten gallon keg and had put it in the cellar to cool. That night, about twelve o'clock, he went into the cellar for the keg, and as it was dark he had difficulty in locating it, but finally seized a ten gallon keg and loaded it into his wagon. His marsh was located about a mile from the shore, and it was with considerable trouble that his crew finally got the keg out to the lot. No sooner was the

keg set up than all hands wanted to quench their thirst. Imagine their feelings when instead of sweetened water, molasses came from the keg.

The call of the marsh was strong and the farmers looked forward to marshing as they would to a picnic. I have been told by an old marsh man that the most impressive thing he ever saw at the marsh and one which he has remembered the longest happened when as a young man he was sleeping in a hay barn near the marsh with two or three other gangs besides his own. During the early morning hours, he was awakened by voices, and rolled off the hay to locate them. The rain was falling fast, and it was pitchy black. In the middle of the barn floor, seated around a lantern, were three old men all over 75 years of age. They were telling each other old marsh yarns, and many of them were personal experiences, happening from the time when they first went to marsh nearly seventy years before.

The night before the crew was to cut hay, bed was sought early for by midnight breakfast was enjoyed and by one o'clock they were well on the way to marsh. As mile after mile was covered they were joined by other crews, for all the farmers had to take advantage of the same low run of tides. It is said that when within two miles of Ipswich it was no uncommon sight to have a dozen teams in line, and when the party turned into the narrow road leading to the marshes, fully twenty or twenty-five teams would be together moving in single file like some great caravan. The marsh side reached the teams began to separate and immediately the horses were unhitched and tied and soon the shadowy forms of men were seen winding into the marsh. Many jests were hurled at rival gangs, for it was the first leg in the battle to get on to the marsh first. Those cutting shore marshes would enjoy another breakfast while the others worked. In some cases the crews walked one or two miles over the marsh before beginning work and when we realize that all the tools, food and drink had to be carried as well, it was a day's work in itself. Since the invention of marsh shoes, horses have been used for all severe labor of this nature.

It was usual for the men to have some little argument as to what part of the "kit" each should carry on to the marsh, for some things were harder to carry than others. It is related of one man, who chose to carry the scythes, that he picked a job that lasted him considerably longer than any other. He had been to marsh but once before and then noticed that the man who carried the scythes seemed to have an easy time, but this time he did not know that a different kind of marsh was to be cut. When a marsh is left uncut for a year, the old grass remains standing, and the new grass comes up inside the old stalk, which forms a shell for the new. The new grass ripens and when ready to mow, of course it is as hard as any salt grass, but in addition it has the old grass protecting it so the labor of cutting is just twice as hard. When a marsh in this condition is cut, it is necessary for a man to have six or seven scythes and in this case the man who selected the job of carrying the scythes had about forty to carry on to the lot.

All plans were laid to be ready to begin mowing just as soon as the grass could be seen, and by three nearly the whole marsh would be in swing and for two miles could be seen many men mowing. The work of cutting would go steadily on for five or six hours or until the dew had dried off the grass. All grass mows more easily while wet and especially salt grass. It has been proven that the only salt in salt grass is what forms on the outside.* So long as the dew was on the marsh, the grass was in a condition to cut, but as soon as the dew disappeared the salt crystallized on the outside and scythes were dulled very quickly. In some cases the salt would fill the air like dust and the blades of the scythes would be solidly caked with it. Today, when mowing machines can be used the drier the salt grass the better, for it stands up stiff and is cut more easily by the machine. To sharpen these scythes, one farmer used to carry a grind stone on to the marsh as he had a shore marsh. Every few rods the mowers would stop to put a better edge on their scythes, which is called "whetting," and is done by means of a

*The Connecticut Agricultural Experiment Station has reported that a ton of marsh hay contains about 54 lbs. of salt.

sanded stick called a "rifle." In olden days, every farmer made his own rifles. He would whittle a stick into the shape he wished, then rub tallow on it, and then sprinkle over it a fine sand. When this wore off, all that was needed was more grease and sand. Today these rifles are made of emery and are sold for a small sum at the general stores. Nearly all the old grocery stores sold rifle sand. They also sold rum, and in consequence many worthy deacons found it convenient to ask for two gallons of rifle sand when in reality they wanted something quite different.

All the mowers had their favorite scythes, but a short straight scythe was generally used as the salt grass is very wiry and therefore it is necessary to strike it hard and to keep the force to the end of the swarth. The average scythe was about 3 feet and 6 or 7 inches long. The rivalry in cutting largely centred in preventing the man ahead from cutting your corner, that is, not to let him cut what would naturally be your last stroke. A man who was beaten in this manner was obliged to stand lots of joking. A man who carried a short swarth was said to cut a "hog trough." The average good mower must cut a ten foot swarth and keep it up for five or six hours, though a few men could cut nearly a twelve foot swarth. By working ten hours a day a smart man could cut about four acres. As the marsh floor is thick with grass, all the tools, when not in use, were stuck into the mud so they could easily be found, for when placed on the ground they were easily overlooked in the brown fur-like grass that enveloped them. The tires of the wagons and machines used for marsh purposes today are about seven inches wide and hardly any grass is now cut by hand for the cost of making salt hay is relatively much greater and its intrinsic value for feeding is rated much lower than in the old times. In consequence the value of the marshes has materially decreased. In the old days every spear of grass was carefully gathered, today only the grass easily reached with the machines is cut.

No one who has traveled along the shores of New England can fail to have noticed the numerous hive-shaped stacks of hay thickly scattered over the extensive marshes. The former method of getting the hay into stacks was

vastly different from that in use today. The small creeks into which the marsh lots slope are called "dwindlings," and all the grass growing on these slopes was carefully cut. After the mower, usually followed a boy with a rake to gather the grass with the rest on the higher places. Salt marsh hay when cut drops exactly where it stands while upland hay is carried on the scythe making a line called a "windrow." The salt grass was raked into a "windrow" for drying or curing. Today, a long plank or pole called a "scoop" drawn by horses and having a plank for a man to stand on, drags all the hay at once to the stack and no care is taken to get any hay other than what the "scoop" may gather up easily.

One man told the writer that as a boy he was anxious to go to marsh and so offered his services for his food. He worked hard all day raking out the "dwindlings," and though he enjoyed the food he was very sorry he went, as it was several days before he was rested from the hard work. When the next year came around and all the other boys were going to marsh, he had the same old fever come over him and so offered his services on the same basis as the year before. Imagine his surprise when he heard from the farmer that the year before he didn't think the boy earned his board and so he guessed he didn't want him again.

After the hay was mowed it must dry for two or three days. Some grasses took longer to dry than others and of course the weather made a great difference. After the hay had been "turned" a few times and well dried, the process of stacking began. These stacks were built on stakes which were driven into the ground sometimes many feet, and were called "staddles." The "staddles" were about three feet above the marsh or high enough to clear the high tides and would hold about three tons of hay. Of course the highest place on the marsh was selected for the stack and in many cases the marsh was so low that the hay was stacked on shore. The marsh soil is peculiar in the fact that it preserves the wood used for "staddles," and some of these old "staddles" have been found that must have been in the soil nearly a hundred years. After the

dry hay was raked into bundles, two poles were run under them, and then two men carried the hay to the stack and placed it convenient for the experienced stack builder to spread as he wished. After the stack was made, rocks or sticks were laid over the top to hold the hay so that the wind would not carry it away. A great deal of fun was had when this poling was going on. When the hay was poled ashore to be stacked, long distances often were covered, and the trip would take the men by the little salt ponds or "soup holes," which cover the marsh, and sometimes the temptation was too great for the head man to resist leading his helper waist deep into these mud holes and in consequence a ducking in the clear water of the creek was necessary to remove the mud. Great joy was experienced when some green man wanted a ride on the load, for then both men poling enjoyed the fun of dumping their passenger into a salt pond. These stacks of hay remained until the marshes were frozen over in the winter when the farmer hauled the hay home by means of sleds. Severe storms, causing a high run of tides, have not infrequently carried all the stacks of hay away, and the farmer's work was entirely lost. Many a marsh hand and gunner has been marooned all night on one of these stacks when caught by the rising tide.

After the day's work was finished it was customary to race the horses home. The story is told of one man who was racing and leading the others, that the tire of his wheel came off. He paid no attention whatever to it but kept up his speed. In a short distance the rim of the wheel came off and it is said that he finished victorious with nothing left of the wheel but a few spokes.

The "thatch" or coarser grass used by our first settlers for roofs, is covered by the tides every day and was very generally used for fodder, some farmers considering that certain "thatch" was the best of all hays on the marshes. It was said to make the cows drink more water which was considered beneficial. All this grass had to be gathered at low water and flat hay-boats called "gundelows" or "gondolas", were used to carry it to the shore. This side of marsh work was the most dangerous of all and was

called "green freighting" from the fact that the thatch was gathered green and cured on shore. Many farmers when "green freighting" drove their oxen to the landing, that they might bring home the hay to cure. It was no unusual sight to see at one time thirty or forty yokes of oxen hitched at the Rowley Landing, waiting for the freighters to come up on the tide. The thatch cutters must go with the tide regardless of the time, day or night, for they always quoted that "the tide waits for no man." Some of the wiser farmers would engage their boats ahead and have them anchored down the stream toward the tide so that they might get away earlier and thereby have more time on the lot.

Many of the Topsfield people tell of drowning accidents which occurred while using these hay-boats some of which are mentioned in records as far back as the year 1700. The average hay-boat was about twenty-five feet in length, with a depth of about three feet running nearly the entire length. On the front end, which was square like the rear, were seats for the rowers, three on a side, while in the rear of the boat a place was reserved for a man with a steering oar, which was a hard task and only the best of men were used for this position. The bottom of the boat was filled with hay, which also was loaded on a rigging made by means of planks extending six or eight feet on each side the boat. By piling the hay about six feet high, a load of about ten tons was obtained, though some boats carried more. In the early days many large boats came down the Merrimack River to be loaded with hay to be used by the inland farmers. These crews would bring a large tent and remain several days on the marsh, returning with their load on the tide. Before tug boats were in use to carry them beyond the influence of the tides, the hay-boat would go up the river until the tide turned, when they would "tie up" on the bank and wait for the next tide. But some of them used large sails and kept going, "tide or no tide." These boats were forty or fifty feet long, and would carry about thirty tons of hay.

Cross' Banks was a favorite cutting place for the Topsfield people, although many had lots on Plum Island and



From Currier's "Ould Newbury."

PLUM ISLAND RIVER AND MARSHES.



LOAD OF SALT HAY DRAWN BY OXEN.

also the Great Flats, which was a very dangerous place and could only be worked at the very lowest tides. The hard bottomed thatch banks were the best for cutting but many farmers were obliged to mow thatch in ankle deep mud. Before the tide was low, the farmer placed his boat in a good position for loading and at the same time for getting away quickly on the flood tide. When the water had all receded the boat was high and dry on the thatch bank, but before it had all gone the mowers were swinging their long scythes through the thatch, for this grass mows very easily and a wide deep swarth could be taken. When the weather was a little damp the scythes would disturb clouds of mosquitoes and midgets from their comfortable resting places on the thatch. The poets call these insects "the nymphs of the salt marsh," but the word *imps* is too mild for a farmer to use for no rest can be obtained until a wind springs up or the tide brings relief. As fast as the grass was mowed, a raker gathered it into bundles and these in turn were poled to the boat to be piled on, a gang plank being used to get on to the boat. Very little fun was indulged in for it was a case of quick work to get the boat loaded with the tools, gang plank and fook on top, to meet the coming tide. When the boat "fleted" or floated, the men plyed their oars and worked liked galley slaves until the landing was reached, the man behind shouting "port" or "starboard" as the case might be as the boat wound in and out through the creeks. Very few farmers owned a hay-boat, the majority hiring them for a "freight." Capt. Jewett of Ipswich owned many boats and landed them all at Green's Point, a favorite landing place for Topsfield people. Here all the oxen were hitched and it was not unusual to see fifteen or twenty yokes at one time waiting for the loads. Capt. Johnson of Rowley Landing, was another hay-boat man who was well patronized.

These hay-boats often cost as high as \$300.00 and could be hired for about \$2.00 a freight, or \$5.00 with the skipper. Of course the owners were anxious to let their boats for every tide and the following yarn will give an idea of the care they took to have the boats ready for use. The

skipper was hired to go with his boat, to a marsh at some distance from the landing, for of course some marshes must be a long distance away and in some cases they were five miles. The farmer was anxious to obtain all the hay possible and so loaded the boat very heavily. After the tools were laid on top and the crew had taken the oars, the skipper began shouting "starboard" or "port," as the tide allowed them to go from one creek into another, in order to reach Green's River or Green's Creek, the main way to the landing. This particular boat was obliged to come down Paine's creek, which was a very difficult passage and where the boat always struck the tide both ways. The boat was run ashore many times for it seemed impossible, so heavy was the load, to keep in the middle of the creek. The skipper soon began to fret and fume about taking so much time to get back and complained bitterly of such a load. The owner of the hay however was not worried so long as he got the hay up to the landing. Another bad creek called "Pull-and-be-Damned" was a source of further loss of time, for the boat was constantly hitting the mud banks. During all this time the skipper was shouting directions from his post, for it is no uncommon thing for a man to get lost in the many creeks of the marshes and he also was swearing between orders about his chances of letting his boat for the next tide when it turned. At last his patience was exhausted and for five minutes not a sound was heard from him and the rowers wondered what was the matter. Shortly after while rounding a curve they noticed a large amount of hay floating away from them. The farmer at once stopped rowing and climbed over the stack to see if the skipper was all right, and found to his surprise that the owner of the boat instead of steering and attending to his duties as pilot, was diligently plying a fork to the pile of hay and throwing it into the creek, intending thereby to lighten the load so that better speed could be made and the landing reached in time to unload and let the boat again.

The oars used for rowing these "gundalows" were from twenty to twenty-five feet long and were very heavy. Many drowning accidents have occurred when these oars

caught on the bank or in eel grass and drew the rower into the water before he could loosen his hold on the oar. Great care had to be taken in loading the boats for they easily would take in water and sink and then only could be raised when low tide came and the plug in the bottom could be removed allowing the water to run out when the boat would float on the next tide. These boats have all disappeared and the only boat for hay in existence today is called a "canoe," and is practically two dorys held together by means of boards thereby making a foundation for the hay stack.

There was always a race to reach the landing place, for the first man in went beyond the landing to unload where it cost him nothing, while the last man would have to pay a dollar to unload at the landing, if he was fortunate enough to reach there before the tide left him stranded on the mud a rod or more from shore. In those days the land near the landing place was used for drying the hay, the farmers paying a small sum for the accommodation. But when the owners of this land realized that they were getting very little for the accommodation and at the same time were injuring their own grass land, the carting home of "green freight" became general. But this was not profitable and "green freighting" is now a thing of the past. Today many marshes are cut by machine at a very low price. The Tilton brothers of Topsfield, in 1908, cut over two hundred tons of salt hay with a mowing machine, for there is still quite a demand for salt hay for fodder, but it is used more generally in the large business houses to pack crockery, while much is also used to protect the early vegetables, as salt is a non-conductor of frost.

PETITION IN 1693 FOR RELEASE FROM MILITARY SERVICE.

The Humble petition of the Commity of Malitia of Topsfield to Sir William Phips Knight Governor and Capt. Generall in Chief of all there Majestys troops present heer in New England Your pore petitioners finding them selues uary hard prest by Keeping out so many of our men being but a small plase and a scattered plase: humbly beg of your Excelency that sume of our men might draw of we have 12 men out of our town and our Company doth consist of a bout sixty men fitt for seruice we being a Town y^t doth liue by our Labour it is uary hard for summe to have there help out all y^e Summer and can gitt no help to help them we doe understand by Information that Seuerell Towns y^t is far bigger then ours doth not send out half so many as we doe we Lying open to y^eemie if they git ouer merimake riuer we humbly beg of your Exalency y^t our humble request may be heard and have your exalencys gracious answer beging your exalencys order for y^e drawing of summe of our men or else power to Release them y^t haue been out a long time So shall y^r poore petitioners euer pray for y^r Exalency.

Topsfield, 5th June, 1693

John Gould, Cap^t
Thomas Baker, Lieut
Ephraim Dorman, Ens.
Thomas Dorman, Sarg^t
Samuel Howlett, Clerk.

Mass. Archives, Vol. 70, page 188.

NEWSPAPER ITEMS RELATING TO TOPSFIELD.

COPIED FROM SALEM NEWSPAPERS

BY GEORGE FRANCIS DOW.

(Continued from Vol. XII (1907), page 148.)

MILITARY. Mr. Israel D. Elliot has been elected Captain of the Infantry in Topsfield, Mr. Moses Wright, Lieutenant, and Mr. Nehemiah Balch, Ensign.

Salem Gazette, May 8, 1829.

DIED. In Topsfield, on the 10th inst., Sylvanus Wildes, Esq., aged 76. He was graduated at Harvard University, in 1777. One of his ancestors was among the first settlers of the town of Topsfield, and by his mother's side, he was a descendant of Governor Simon Bradstreet.

Salem Gazette, Nov. 26, 1829.

NOTICE. The next annual term of TOPSFIELD ACADEMY commences *Wednesday*, the 23d inst. The term will be fifteen weeks.

By order of the Trustees,

JEREMIAH STONE, *Sec'y.*

Salem Gazette, Dec. 18, 1829.

COUNTY LYCEUM. In compliance with the invitation published in the papers of last week, a number of gentlemen from all parts of the County assembled at the Academy in Topsfield, on Wednesday the 30th of December, to take into consideration the expediency of establishing a County Lyceum for the County of Essex, and to concert and adopt such preliminary measures as they could agree upon.

The attendance was general; one or two of the Town Lyceums already established were represented by Delegates; and about eighty literary, and for the most part professional, public spirited individuals took their seats in the Convention.

[A three column account of the proceedings then follows, including a long speech by Judge David Cummins, a native of Topsfield. Francis Vose, preceptor of the Topsfield Academy, was a member of the committee of nine appointed to draft a circular letter to be sent throughout the county.]

Salem Gazette, Jan. 1, 1830.

The Salem Gazette of Jan. 8, 1830 prints a poem of 103 lines written in blank verse by a young lady student at the Topsfield Academy. Editorially the paper remarks, "It is very creditable to the talents of the young author, and indicates a poetic vein worth exploring."

INSTALLATION. The Rev. James P. McEwen was installed as pastor over the Congregational church and society in Topsfield, on Wednesday last. Introductory Prayer by Rev. Mr. Fitz, of Ipswich; Reading of the Scriptures by Rev. Mr. Felt, of Hamilton; Sermon by Rev. Mr. Barbour, of Byfield, from 2d Cor. 4, 3. "*But if our Gospel be hid, it is hid to them that are lost*"; Installing Prayer by Rev. Mr. Dennis, formerly of Topsfield; Right hand of fellowship by Rev. Mr. Cowles, of Danvers; Address to the Society by Rev. Mr. Cleaveland, of Salem; Concluding Prayer by Rev. Mr. Kimball, of Ipswich; Benediction by the Pastor.

Salem Gazette, May 7, 1830.

Hon. Nehemiah Cleaveland of Topsfield, was elected President, and Thomas Perkins, Esq., of Topsfield, one of the five Vice-Presidents of the Essex County Temperance Society, at a meeting held at Ipswich, July 7, 1830.

Salem Gazette, July 9, 1830.

DIED—In Topsfield, on the 23d ult., Mr. Daniel Estey, aged 91 years, 2 months, and 8 days. He retained his reason and faculties, in a great degree, till within a short time of his decease.

Salem Gazette, Aug. 3, 1830.

EXAMINATION OF TOPSFIELD ACADEMY. This, Mr. Editor, I attended last week, and from a sense of duty to the teachers and the public, say, I was much gratified.

The school included two departments, a male and a female, under the care of Mr. Francis Vose as Principal, assisted by Miss Ann Cofran as Preceptress. Both have had experience as

teachers, and show in the exhibition of their pupils, not only general ability and faithfulness, but the *proper* talent for teaching.

About sixty pupils were examined, being the members of the school the last term, tho' I learn from the catalogue, there have been a hundred different pupils during the past year. All were examined carefully in their respective studies, and in a way to evince they gave only a fair exhibition of their real acquisitions. They showed that the foundation of a good education was well laid, and some of the more advanced, especially of the young ladies, appeared to have successfully attended to the ornamental parts of education.

The efforts in composition were commendable, and the speaking good for youth of the same standing. The exhibition was becoming a good New England school.

I think this Academy deserving of patronage. It is pleasantly located in a healthy town, the centre of Essex County, and but twenty miles from the capital of the State. The accommodations are good, and the terms reasonable. While other schools are sustained in the vicinity, I say with assurance that none will be likely to regret the confidence reposed in this school.

A FRIEND OF YOUTH.

Aug. 16, 1830.

Salem Gazette, Aug. 27, 1830.

The Newbury, Rowley and Topsfield Battalion of Cavalry was directed to assemble with the 2d Regiment of Infantry, on Tuesday, Oct. 5th, at 9 o'clock, and be reviewed at 12 o'clock. —*Brigade orders.*

Salem Gazette, Sept. 21, 1830.

Royal A. Merriam of Marblehead (born in Topsfield), was secretary of the Essex South Congressional District Convention, which nominated Hon. Rufus Choate, at Salem, Oct. 18, 1830.

Salem Gazette, Oct. 19, 1830.

ESSEX CONVENTION OF TEACHERS. Agreeably to a notice inserted in the public Journals, about three hundred teachers and others interested in the cause of education from different parts of the County of Essex, assembled at Topsfield Academy on the 23d of June last, for the purpose of improving the present mode of instruction.

At this Convention a Committee was appointed to take into consideration the expediency of forming a County Society for

the benefit of teachers, was authorized to make the necessary arrangements, and call a future meeting.

This Committee, consisting of W. B. Dodge of Salem, C. O. Kimball of Methuen, A. Greenleaf of Salem, P. Perley of Newbury, and E. Vose of Topsfield, met at Topsfield on the first of September, and passed the following resolutions:

Resolved, That in view of this Committee, it is expedient, that an Association of Teachers and friends of education be formed in this County.

Resolved, That the first meeting of the Society be holden at Topsfield Academy on Friday and Saturday, next following the annual State Thanksgiving of the present year, and that there be four Lectures on the occasion.

Resolved, That the introductory Lecture be at 10 o'clock, A. M., on Friday, "On the qualifications and duties of Teachers," by Rev. D. Phelps of Haverhill.

The second, at one o'clock, P. M., "On teaching English Grammar, Reading and Composition," by N. Cleveland of Newbury.

The third, at three o'clock, P. M., "On teaching Geography," by A. Greenleaf of Salem.

The fourth, at eleven o'clock, A. M., on Saturday, "On teaching Arithmetic," by W. Colburn of Lowell.

It is proposed, that Friday evening and other parts of the time not otherwise occupied, be spent in familiar discussion on subjects connected with education. A Constitution will be presented, and other arrangements made to carry into effect the object of the Convention.

F. VOSE, *Secretary*.

Topsfield, Oct. 13, 1830.

Salem Gazette, Oct. 19, 1830.

A Contribution was taken last Sabbath in the Rev. Mr. McEwen's society of Topsfield, for the benefit of the Gloucester sufferers [by fire], and the sum of \$27. collected.

Salem Gazette, Oct. 22, 1830.

DIED.—In Topsfield, Wednesday morning, THOMAS PERKINS, Esq. in the 73d year of his age, formerly an eminent and very successful merchant of this town, and at his death possessed of an immense fortune.

Salem Gazette, Nov. 26, 1830.

TOPSFIELD ACADEMY.

The next term in this institution commences on Wednesday the 27th of April inst. Mr. Vose, Principal. Miss Coffran, Preceptress. Lessons in music by Mrs. Morland.

JAS. F. McEWEN, *Sec'y.*
Salem Gazette, Apr. 19, 1831.

ESSEX COUNTY TEACHER'S ASSOCIATION.

This Association will hold its semi-annual meeting at Topsfield Academy, on the 20th and 21st inst.

On the 20th, Lectures will be given in the following order:— At 9 o'clock, A. M., by Rev. G. B. Perry, On the Construction of School Rooms. At 11 o'clock, A. M. by Rev. H. C. Wright, on First Lessons to Children. At 2 o'clock, P. M. by Rev. A. T. Kimball, How can the best moral influence be made to bear upon our common Schools, and in a special manner, through the influence of Parents and School Committees? At half past 7 P. M. by S. R. Hall, On School Discipline, On the 21st at 11 o'clock, A. M. by Rev. L. Withington. The branches of study most deserving attention in common schools.

The Board of Managers will meet at eight o'clock A. M. on the 21st, for the transaction of business.

F. VOSE, *Sec'ry.*

Topsfield, May 13, 1831.

Salem Gazette, May 13, 1831.

The Topsfield Lyceum went into operation in February last. It has held six meetings, and disposed of sixty tickets. A summary of the annual report of F. Vose of Topsfield, secretary of the Essex County Lyceum Asso. was printed in the *Education Reporter*, for Feb. 17 and Feb. 24, 1831.

Salem Gazette, May 17, 1831.

The Boston Patriot states that a Methodist Camp Meeting will be held at Topsfield, August 23d, to close 27th.

Salem Gazette, July 29, 1831.

SHERIFF'S SALE, at Topsfield Hotel, on Aug. 23rd. All the right and equity which Billy Emerson of Topsfield, yeoman, has in the following mortgaged real estate: all the lands and buildings belonging to the estate of his late father Thomas Emerson, and situate in Topsfield, Boxford, Ipswich and Hamilton, in the whole about 300 acres, with several dwelling

houses, etc., including the farm and buildings in Topsfield now occupied by said Billy Emerson ; 70 acres and a dwelling house, which formerly belonged to Adam Ross, etc. etc.

Salem Gazette, July 29, 1831.

The reported postponement of the Methodist Camp Meeting at Topsfield, is incorrect. The meeting is to commence on the 23d instant, as originally proposed. The following announcement is official :

Camp Meeting at Topsfield. The public are informed that there will be a Camp Meeting at Topsfield, to commence Aug. 23, and close Aug. 27.

E. Mudge,
A. D. Sargent,
J. R. Sunderland,
R. D. Easterbrook.

Salem Gazette, Aug. 16, 1831.

MAIL REGULATIONS AT SALEM.

Arrivals. From Haverhill [including Topsfield], Tuesdays, Thursdays and Saturdays at 6 P. M. Departures. For Haverhill [including Topsfield], Mondays, Wednesday and Fridays at 7 P. M.

Salem Gazette, Aug. 26, 1831.

THE CAMP MEETING, at Topsfield, is said to have been thus far fully attended, several thousand people being present. The encampment is in a very pleasant situation, about half a mile beyond the Hotel, The services will terminate to-morrow.

Salem Gazette, Aug. 26, 1831.

We are requested to mention that Rev. Mr. Robinson, of Beverly, will preach in the Centre School House in Topsfield, next Sabbath — services to commence at the usual time.

Salem Gazette, Sept. 23, 1831.

Dr. Parker presided at the Jackson Convention held at Topsfield last Wednesday, and George Wheatland and Frederick Robinson, Esq's were chosen secretaries. Joseph S. Cabot and Gayton P. Osgood, Esq's were appointed delegates to the National Convention to be held at Baltimore.

Salem Gazette, Oct. 25, 1831.

As a recent providential meeting of several ministers belonging to Essex Co. it was thought that in the present interesting state of religious feeling in most of our churches and congregations a general meeting of the pastors in the county would be a great advantage. Notice is therefore given, that a meeting of the kind contemplated will be held in Topsfield, at Mrs. Cumming's Hotel, on Monday, the 31st, at 9 o'clock A. M.

I. Richmond Barbour.

Newbury (Byfield), Oct. 10, 1831.

Salem Gazette, Oct. 25, 1831.

The Rev. Mr. Barnaby, of Danvers, will deliver the annual lectures before the Topsfield Lyceum, at the Academy Hall, on Tuesday evening, the 8th inst., to commence at 6 o'clock, Subject, "Morality."

Salem Gazette, Nov. 4, 1831.

STAGE ACCIDENT. On Tuesday last an accident occurred to one of the stages belonging to the line from Portsmouth to Salem, which, though not fatal, was disastrous in its consequences. The passengers has just dined at the Topsfield Hotel, and the stage had advanced a short distance towards Salem, when a dog suddenly sprang over the wall, into the road. This alarmed the horses, and the leaders wheeled round so suddenly that the coach was instantly overset, and the upper part dashed to pieces, None of the passengers were seriously injured, with the exception of an elderly lady belonging to Portsmouth, whose collar bone was fractured in two places.

Salem Gazette, Nov. 11, 1831.

The Essex County Teacher's Association will hold its Annual Meeting at Topsfield Academy on the 2d and 3d of December next.

President Greenleaf will give a lecture on the manner of conducting recitations, at eleven o'clock A. M. on the second;—W. Oaks, Esq., Physical Education, at two o'clock P. M.;—O. Carlton, Female Education, at six o'clock P. M.—W. H. Brooks, Education of the Five Senses, at half past 9 o'clock A. M. on the third;—Hon. J. Vose, Duties of Parents in reference to Schools and their Children attending them, at eleven o'clock A. M.

F. Vose, Sec'y.

Salem Gazette, Nov. 25, 1831.

NOTICE. At a meeting of the Pastors of Evangelical Congregational and Presbyterian churches in the County of Essex, held at Topsfield, Oct. 31st, Rev. Gardiner B. Perry and Rev. Leonard Withington were appointed a Committee, to prepare a history of the revival of religion in Essex County, in 1831.

Salem Gazette, Dec. 9, 1831.

The first annual meeting of the Essex County Teachers' Association was held at Topsfield on the 2d and 3d of the present month;—and notwithstanding the unfavorable state of the weather, was attended by about one hundred and twenty persons, an equal number of each sex, nearly all of them teachers. [In nearly a column account of the proceedings it mentions the various speakers; the reports presented; the semi-annual meeting of the association to be held in Topsfield the next May; the "Depository" of the association at Topsfield, containing about 100 copies of school books, various kinds of school apparatus, a model of an improved school house, a copy of the late census of the county, etc. "It is proposed to make the collection as extensive and valuable as is practicable, including in it copies of the several town histories, and maps, specimens in mineralogy, and the various other branches of natural history. Francis Vose of Topsfield, was chosen Secretary, and Nehemiah Cleaveland of Newbury (Byfield—born in Topsfield), one of the Counsellors.]

Salem Gazette, Dec. 13, 1831.

TOPSFIELD ACADEMY. The winter term in this Institution will commence on WEDNESDAY, the 21st inst. Mr. Vose, the Principal, will have the immediate care of the whole school for the term, and will avail himself of apparatus and modern improvements in communicating instruction.

JAS. P. M'EWEN, *Sec'y.*

Salem Gazette, Dec. 20, 1831.

DEDICATION. The new Methodist Meeting House in Topsfield will be dedicated to the worship of God on Wednesday next, at 11 o'clock A. M. The building is one story high, 40 feet square and it is creditable to its founders that it has been erected without the use of ardent spirits.

Salem Gazette, Dec. 23, 1831.

The DEDICATION of the Methodist Chapel in *Topsfield* took place on Wednesday last. The introductory prayer, and sermon on the occasion were from Rev. Mr. Mudge of Ipswich; the read-

ing of select scriptures, and concluding prayer, by Rev. Mr. Fillmore of Salem. The sermon, founded on 2 Chron. 6, 18, was very appropriate to the occasion. The singing was excellent; and the services throughout were solemn and interesting. The House, which is 40 feet square, and in the modern style, was filled with attentive hearers.

The Rev. speaker, in concluding his subject, briefly noticed the rise and progress of Methodism, both in *England* and *America*. The *first* meeting-house of this denomination in the United States was built in the city of New York, sixty-three years ago, about two years after the first church was there formed. The *first* meeting-house in Massachusetts was built forty years since, at Lynn. The speaker remarked that he remembered the time when he was the only minister of his persuasion in all New England, that was raised up here, being the *first*. And it was an interesting and remarkable circumstance, that Mr. Timothy Munroe, of Lynn, who built the first Methodist meeting-house there, also built the one at *Topsfield*, and was present at the dedication. It seems that this people, like the *Hebrews* in Egypt, the more they have been *oppressed*, the more they have multiplied and increased.

AUDITOR.

Salem Gazette, Jan. 6, 1832.

From Table showing County valuations. Topsfield had in 1821, 196 polls and valuation of \$341,853.33; in 1831, 239 polls and valuation of \$361,022.08.

Salem Gazette, Jan. 24, 1832.

Mr. John Rea, of Topsfield, aged 35, committed suicide on Saturday last, by leaping into a well, with a stone weighing seventeen pounds tied to his neck. A Coroner's Inquest was held on the body yesterday by Thomas Needham, Esq. Verdict of the Jury, that "Rea came to his death by drowning himself in a well, in a fit of insanity."

Salem Gazette, Jan. 31, 1832.

A friend in Topsfield writes us, that the influenza and scarlet fever are very prevalent in that and the neighboring towns. The mortality is great amongst children.

Salem Gazette, May 8, 1832.

DIED. In Topsfield, Mrs. Abigail W. B. Kimball, wife of Mr. Benjamin Kimball, aged 24, greatly lamented by her family and

friends. In the death of Mrs. Kimball, her bereaved husband and children are left under very peculiar and trying circumstances, and have sustained a loss which themselves only can duly estimate. She sustained a short, but very distressing sickness, with that Christian fortitude and resignation which become a humble follower of Jesus Christ.

Salem Gazette, May 22, 1832.

At a meeting of the "Friends of the American System of Protection to Domestic Industry in the County of Essex," held at Topsfield Hotel on Wednesday the 30th day of May, 1832. The meeting was called to order at 11 o'clock A. M. by John W. Treadwell, Esq. of Salem, and made choice of John Choate, Esq. of Ipswich, as President, and Samuel Merrill, Esq. of Andover, as Vice-President, and Ebenezer Bradbury, and Thomas C. Foster, Secretaries.

After an explanation of the objects of the meeting, it was voted that a committee of twelve be appointed to report what subjects be necessary for the meeting to act upon and

J. W. Treadwell of Salem, Nathan Crosby of Newburyport, Benjamin Goodridge of Danvers, Jos. Farley of Ipswich, George Hodges of Andover, Edward Clark of Salisbury, Asahel Adams of Methuen, Nath'l Webster of Haverhill, Edward S. Rand and John Pearson of Newburyport, Samuel Chase of Haverhill, and William E. Hacker of Salem, were chosen.

[The Committee reported Resolutions praising the protective system, condemning the admission of foreign wool at a 20% duty as proposed by a pending bill, condemning the proposed readjustment of the tariff on the eve of a National election, and recommending that the several towns in the County at once memorialize Congress in opposition.]

Salem Gazette, June 1, 1832.

ESSEX COUNTY TEACHERS' ASSOCIATION.

The semi-annual Meeting of the Essex County Teachers' Association was held at Topsfield on the 25th and 26th of last month, and was attended by about one hundred gentlemen, most of them teachers or delegates from school committees, and by a respectable number of ladies. The school interests of all sections of the County were duly represented.

From the persons present it was ascertained that at least *five times* as many more had made preparations for coming, but were prevented by the rain.

Very valuable lectures were delivered by Oliver C. Felton of Salem, Isaac R. How of Haverhill, William Oakes of Ipswich, and Jacob Abbott of Boston. Samuel Pickard of Rowley being unable to attend, his place was supplied by Josiah Holbrook of Boston. * * * A very valuable report on school houses was read and ordered to be printed at the expense of the Association. * * * A committee was also chosen to prepare a series of tracts on subjects connected with schools. [Speaks of the co-operation of school committees in the several towns in the County; discusses the proposed change of date for holding the annual meeting.]

Valuable additions are constantly being made to the collections of books and apparatus in the Depository, and by vote of the society the members are requested to furnish fair specimens of the various minerals, &c. found in the County; with a label firmly attached, stating where, and under what circumstances each specimen was found, and by whom it is presented. [Mentions donations of various publications received, including minerals from the Boston School Lyceum.]

Salem Gazette, June 5, 1832.

The Court of County Commissioners have granted licenses in Topsfield, to one retailer, three innholders, and one common victualler. By the provisions of the new license law, innholders and victuallers are allowed to sell wine, brandy, rum, or other spirituous liquors to be consumed about their premises. Retailers may not sell liquors, either mixed or unmixed, to be drunk in or about their shops.

Salem Gazette, July 24, 1832.

On Thursday afternoon, a hailstorm passed over several towns in the interior of the County. At Topsfield, north part, the hail stones were large, and did great damage, breaking much glass, injuring vegetation, &c. One man had 60 panes of glass broken in his house.

Salem Gazette, July 24, 1832.

TOPSFIELD ACADEMY. The Fall Term will commence on the 5th of September. Mr. Edwin D. Sanborn continues as Principal, and will have the immediate superintendence of all the pupils of both sexes.

JAMES F. McEWEN, *Sec'y.*

Salem Gazette, Aug. 31, 1832.

The Jackson County Convention was held last week at Topsfield.

Salem Gazette, Oct. 9, 1832.

ORDINATION. Mr. Daniel Peabody of Topsfield, and late of the "Theological Seminary" in Virginia, was, on Thursday last, ordained pastor of the First church and society in Lynn. * * * The Concluding Prayer was by Rev. Mr. McEwen of Topsfield. *Salem Gazette, Nov. 20, 1832.*

NOTICE.

The Essex County Teachers' Association will hold its Annual Meeting at Topsfield Academy, on Nov. 30 and Dec. 1. Lectures will be given as follows:—On Friday by Dr. Dana, of Newburyport, On the proper method of using the Sacred Scriptures in Schools. A. Hildreth, of Derry, On Quackery in Teaching. N. Cleaveland, of Newbury, The Best method of developing the faculties of the mind in the process of education. On Saturday by S. C. Phillips of Salem, Education as a preventive of pauperism and crime. The Delegates from the several school committees in the county are respectfully invited to attend.

F. Voss, *Sec'y.*

Haverhill, Nov. 10, 1832.

Salem Gazette, Nov. 20, 1832.

DREADFUL ACCIDENT. A very interesting son of Capt. John Rea, of Topsfield, aged 10 years, was killed on Saturday last, in the following distressing manner. Capt. Rea was returning from Haverhill with a load of rails or poles, in a double horse wagon; on arriving at Carlton's hill, in Bradford, he got off from his load to lead the horses down the hill, leaving the boy to keep the reins. After descending the steepest part, he let go the horses, and stepped before them for the purpose of driving a yoke of oxen which he had purchased, leaving the guidance of the horses to his son, who was not unacquainted with driving. But by some means the horses sheered from the road; one of the wheels striking a stone, threw the boy from the wagon, and both wheels passed directly over a part of his under jaws and neck, killing him instantly.

Salem Gazette, Apr. 26, 1833.

A semi-annual meeting of the *Essex County Teachers' Association* will be held at Topsfield on Friday and Saturday, the 24th and 25th of the present month, when the following lectures may be expected—

On Friday, at 10 o'clock, A. M., by Oliver Carlton, of Marblehead, on Teaching English Grammar.

At 11 A. M., by Samuel Lawson, of Andover, on Public Examinations of Schools.

At 2 P. M., by David P. Page, of Newburyport, on The Proper arrangement of Studies and School Exercises.

The meeting will close on Saturday with a Lecture commencing at 11 A. M., by Lowell Mason, of Boston, Professor to the Boston Academy of Music, on the Pestalozzian and German System of teaching Music to Children.

The time unoccupied by the above exercises will be spent in attending to other Lectures, and in the discussions of practical utility.

It is hoped that the Delegates from the several School Committees in the County, and the friends of education generally, will give a full and prompt attendance. Per order

Alfred Greenleaf,
Corr. Secr'y.

Salem, May 17, 1833.

Salem Gazette, May 17, 1833.

The following persons in Topsfield were licensed at the April Term of the Court of County Commissioners, as Innholders, Retailers, and Common Victuallers, or sellers of Wine, Beer, Ale, Cider, or fermented liquors.

Innholders—John Rea, Jacob Towne, 3d,—without ardent spirits, Susanna Cummings and Frederick Perley.

Seller of Wine, Beer, &c.—Frederick Perley.

Retailer—Samuel Gould.

Salem Gazette, May 21, 1833.

An audience of about three hundred persons assembled from nearly all the towns in the County at the semi-annual meeting of the Essex County Teachers' Association, held in Topsfield on the 25th and 26th of May. * * *

Mr. Mason's lecture on teaching music to children was delivered in the meeting-house. He was attended by a select Juvenile choir from Boston. Standing in front of the pulpit he gave to the audience, by means of a black board, an outline of the method of teaching. * * * [This article is half a column in length.]

Salem Gazette, June 21, 1833.

Nehemiah Cleaveland of Topsfield was President of the Essex County Temperance Society in June, 1833; he also was postmaster at Topsfield at the same time.

Salem Gazette, July 5, 1833.

Mr. Elisha L. Cleaveland, of Topsfield, will be ordained tomorrow over the Third Church and Society in New Haven, Conn. Sermon by Rev. Mr. Cleaveland of Salem.

Salem Gazette, July 23, 1833.

TOPSFIELD ACADEMY. The Fall Term in this Institution will commence on WEDNESDAY, the fourth day of September next, for the instruction of pupils of both sexes. Mr. Asa Fowler has been engaged as Preceptor, who is highly recommended, and particularly by Doctor Lord, President of Dartmouth College, * * *

JAS. F. McEWEN,
Secretary.

Salem Gazette, Aug. 20, 1833.

The annual inspection and review of the second regiment (Ipswich, Essex, Hamilton, part of Rowley, and Topsfield), will be held on Oct. 3rd.

Salem Gazette, Sept. 17, 1833.

The fourth Annual Meeting of the Essex County Teachers' Association will be holden at Topsfield on Friday and Saturday, the 29th and 30th of the present month. [Lectures were announced by David Choate of Essex; Dr. Daniel Dana of Newburyport; James Worster of Boston; George W. Greene of Providence; A. R. Baker of Andover; and Dr. A. L. Peirson of Salem.]

Salem Gazette, Nov. 22, 1833.

ESSEX COUNTY TEACHERS' ASSOCIATION.

The fourth annual meeting was held at Topsfield on the 29th and 30th of November last, as heretofore announced. * * * The weather was unusually severe and prevented many of the most devoted friends of the Association from being present. * * * The Depository of the Association at Topsfield, under the care of Dr. R. A. Merriam, being regularly furnished with copies of school books, by most of the principal publishers and authors in New England, as well as articles of apparatus, and with pamphlets and periodicals pertaining to Education, will soon, of itself, become an object of interest to teachers and school committees. * * * Royall Augustus Merriam, of Topsfield, was elected *Librarian and Cabinet Keeper*, and Nehemiah Cleaveland of Newbury [born in Topsfield] was elected a *counsellor*.

Salem Gazette, Jan. 7, 1834.

POLICE COURT. Aaron Porter Kneeland and Cyrus Kneeland, of Topsfield, were fined at the Police Court, last week, for creating a disturbance and fighting, in the market, on Saturday evening previous.

Salem Gazette, Mar. 4, 1834.

NOTICE. All persons who consider the existence of SLAVERY in this country as a great political and moral evil, and who are disposed to adopt measures to enlighten the public mind in respect to this evil, and to secure its removal — and who are disposed, if on an interview it shall be thought expedient to form an Essex County Society for the promotion of this object, are requested to meet for that purpose at the Hotel in Topsfield, on Friday, the 4th day of April next, at 9 o'clock, A. M.

Salem Gazette, Apr. 1, 1834.

At a legal meeting of the inhabitants of the town of Topsfield, qualified to vote in town affairs, held April 7, 1834 [yesterday] it was VOTED, To request the County Commissioners not to grant any licenses for the sale of any distilled or fermented liquors of any kind whatever, to any person or persons within the town of Topsfield, the ensuing year, 78 voted for and 43 against the motion.

Attest. Jacob Towne Jr., Town Clerk.

Salem Gazette, Apr. 8, 1834.

DIED. In Topsfield, Henry Washington, only child of Joel and Mehitable Lake, aged 9 years. Funeral tomorrow afternoon at 2 o'clock. Friends and relatives are invited to attend without further invitation.

Salem Gazette, Apr. 8, 1834.

ANTI-SLAVERY CONVENTION.

At a Convention held at Topsfield, on Friday the 4th day of April, 1834, agreeably to previous notice, to consider the expediency of forming an Essex County Anti-Slavery Society, Rev. Gardner B. Perry was called to the chair, and William Oakes and John G. Whittier were appointed secretaries.

Forty-six gentlemen were present from eleven towns of the county. * * *

The following Resolution was unanimously adopted. On motion of J. G. Whittier,

Resolved, That the people of the *Free States* are involved in the guilt, the shame and the danger of slavery, and are consequently bound to use all constitutional and christian means for its utter and immediate extinction.

[Resolutions offered by William Oakes, Rev. Dudley Phelps, and Edward Johnson were also adopted.]

Voted, on motion of Rev. C. P. Grosvenor, that immediate measures be taken by this convention for the formation of an anti-slavery Society in each town in the county, where no such society now exists, and that delegates from these local societies and other friends of the cause in the county, be requested to meet for the formation of an Essex County Anti-slavery Society, at Salem, on Wednesday, the eleventh day of June next, at 10 o'clock A. M. * * *

Rev. C. P. Grosvenor, Mr. Whittier, Rev. D. Phelps, G. B. Perry, and D. L. Kimball, were appointed a committee to prepare a constitution. * * *

Salem Gazette, Apr. 15, 1834.

The Essex County Natural History Society will meet at Topsfield, on Wednesday next, the 16th day of the present month, at 9 and 2 o'clock, to choose Committees, and make arrangements for the ensuing season.

At the meeting the objects of the society will be explained, and specimens in the various branches of Natural History, with apparatus for their collection, will be exhibited and illustrated—also, various plates and engravings including some of the plates of Mr. *Audubon's* Birds of America.

Ladies and Gentlemen who feel an interest in the objects of the Society are respectfully invited to attend.

Per order of the Curators,

JOHN M. IVES, Secretary.

Salem Gazette, Apr. 15, 1834.

COMMUNICATIONS.


At a legal meeting of the inhabitants of Topsfield, held on the 8th inst. it was voted unanimously, to choose a committee of three persons to request the County Commissioners to license all persons that the Selectmen have or may appropate for the year ensuing.

Topsfield against Topsfield.

The town of Topsfield, at a legal meeting held April 7th, voted, 78 to 43, *against* Rum; and at another legal meeting, May 8th, voted UNANIMOUSLY in *favor* of Rum, 44 being present and voting having gained one during the intervening month. The anti-rum citizens, having once expressed their sentiments on the subject, for the information of the County Commissioners, as to the wants of the town in this behalf, wisely concluded to stay at home, and attend to their husbandry, or to their other avocations. One or two went to the meeting, as spectators, and it is said the proceedings were conducted with the utmost harmony and good will. It was indeed a most loving meeting. It was truly affecting. All hearts seemed to be melted into one. No feuds—no opposition—no distraction—but all peace, love and concord.

“How pleasant ’tis to see
Brethren and friends agree:
Each in their proper station move—
And each fulfil their part
With sympathizing heart,
In all the cares of life and love.

Salem Register, May 12, 1834.

 At a meeting of the inhabitants of Topsfield, on the 8th inst. it was voted unanimously, to choose a committee of three persons to request the County Commissioners to license *all* persons that the Selectmen have or may approbate for the year ensuing.

Commercial Advertiser (Salem), May 14, 1834.

The fourth semi-annual meeting of the Essex County Teacher's Association will be holden at Topsfield on Friday and Saturday the 23d and 24th of the present month. * * *

There will be lectures by William P. Braman of Danvers; R. A. Merriam of Topsfield, on preserving health in schools; Benjamin Greenleaf of Bradford; and Charles O. Kimball of Methuen. At some suitable time during the meeting one or more officers of the National History Society of this County will be present to explain the use of various articles of apparatus, and the best methods of preserving specimens, a variety of which, with Mr. Audubon's plates, will be exhibited.

DANIEL B. PAGE, Rec. Sec'y.

Salem Gazette, May 16, 1834.

Topsfield has redeemed herself.

Messrs. Palfray & Cook.—A communication appeared in the Register a short time ago, headed "Topsfield against Topsfield." As that communication was calculated to mislead, you will confer a favor by publishing the following true statements of facts.

The Selectmen, of Topsfield, in accordance with the petition of ten freeholders, requesting them so to do, issued their warrant for a meeting to see if the town would vote to request the County Commissioners not to grant any licenses to any person or persons to sell any distilled or fermented liquors to any name or nature whatever, the ensuing year. This meeting was notified to be held on the same day that the annual March meeting was adjourned to. The first motion made at said meeting was to pass over the article—which motion was negatived, 78 to 65. The second motion was to see if the town would vote to request the County Commissioners not to grant any licenses, of any persons, as aforesaid, for the ensuing year—which vote passed in the affirmative, 78 to 43. Some of those persons who voted to pass the article over, voted on the other side, expecting that a vote would be obtained to dispense with *Rum* only. The writer in the Register states that the vote was 78 to 43 against *Rum*. This was intended to deceive the people. Why did he not insert in his communication all that the town vote to abolish? He is presumed to be such a lover of *Wine*, that he did not wish to have it known that the town voted to request the County Commissioners not to license any person or persons to sell any *distilled*, or *fermented* liquors whatever. The truth is, this writer intends to convey the idea that *Rum* was all that the town voted to dispense with—and it is presumed that it is all that some of the pretended temperance people of Topsfield wished to have put down; for they seemed to be much interested to have the *wine* licenses obtained—so that the *wine-bibbers* might be accommodated.

What principle is there in a man who votes to have no rum, wine, cider or beer sold in the town, and afterwards applies to be approbated and obtains a license for part of the same—or what shall be said of another individual who continues to deal out occasionally to people *Rum*—or one who tends a Wine house, and says he will deal it out as long as the Constitution will bear him out in it?

The Register writer states the meeting on the 8th of May was a most loving meeting. I wish the same could be said of the meeting on the 7th of April—for then it was almost impossible for the Moderator to count the half temperance people, for they

were in great agitation. It will not do for persons who would be thought to be consistent, to preach one thing and practice the reverse. I think this writer used a cunning term when he said the "anti-Rum citizens," &c.—but he could not say the anti-Wine citizens, for this phrase he did not relish.

I herewith subjoin the vote of the town of Topsfield on the 8th day of May.

"Voted, *unanimously*—To choose a committee of three persons to request the County Commissioners to license *all* persons that the Selectmen have or may approbate the year ensuing."

NO DECEPTION.

Commercial Advertiser (Salem), May 21, 1834.

Innholders, Retailers, and sellers of Wine in Topsfield licensed by the Court of County Commissioners.

John Rea, *Innholder in 1st degree*, Susanna Cummings, *Innholder in 2d degree*. Frederick Perley, *Retailer in 2d degree*.

Salem Gazette, May 30, 1834.

NOTICE. A School for young ladies will be opened in *Topsfield Academy* the first Monday in June, under the care of Miss Ann Searle. The usual branches of advanced education will be taught.

Salem Gazette, June 3, 1834.

SALUTARIUM.

Dr. Merriam will open his house in Topsfield for the reception of Invalids and those affected with chronic complaints in Medicine or Surgery. Various kinds of baths will be provided and carriages for short excursions in the surrounding country.

Disorders of the chest, bowels and skin, and particularly of children, will probably be more benefited by a few weeks residence in the country, than in any other situation.

Kind attentions may be relied on for moderate compensation.

Salem Gazette, June 3, 1834.

Intemperance encouraged by those who have pledged themselves to discourage it.

There is a young Tavern Keeper in a town, not a hundred miles from Topsfield, who, when a vote was taken to inform the County Commissioners as to the wants of the Town, in respect to Licenses, "voted to instruct the Selectmen not to approbate any person to sell ardent or fermented liquors, for the year en-

suings," and who, with crocodile sympathy, persuaded all he could, with any argument to vote with him to put down the same—Wine, Cider and Beer;—yet, in a very short time after the vote was carried, he found that if he was deprived of his license to sell wine, cider and beer, his interest would be materially affected, and he speedily turned, as if struck by some magical wand, and his license has since been obtained; and he now sells to all who wish to purchase; and whenever any real friend of Temperance reproves him for his inconsistency, he replies that he *will sell*, as long as the Constitution will permit him.

There is also in the same place, a Store Keeper, who was very anxious to pass the vote above alluded to, who has since obtained his license to sell Wine, Cider and Beer. What can any honest man think of such inconsistent conduct in those who have pledged themselves to do all in their power to discourage intemperance? And what can be thought of those half-temperance men who give their approbation of such measures? And how can this be explained unless the half-temperance men are fed from the wine bottles, and cider barrels of these anti-temperance men?

“How pleasant 'tis to see”

Half-temperance men agree—&c.

One who wishes to see things done in order
Commercial Advertiser (Salem), June 4, 1834.

The semi-annual meeting of the Essex County Teachers' Association was holden at Topsfield, on the 23d and 24th of May, * * * there being at least three hundred persons assembled from eighteen of the different towns in the County. * * * [A half column account.]

Salem Gazette, June 6, 1834.

Messrs. Palfray & Cook: In a late communication in the Register, signed “Anti-Wine,” it is stated, that the assertion made in the Advertiser in respect to the Young Tavern Keeper and a Store Keeper, is a falsehood. I can state that the assertion is not a falsehood; and this is not the first time, that “Anti-Wine” has endeavored to deceive the public respecting Topsfield; for the whole tenor of his writings bespeak deception and falsehoods; and if we are not mistaken in the Register writer, of him we should not expect better things. For we verily believe that there is no more originality in him, than merely to indite and give free course to absolute fabrications.

As to the young Tavern Keeper, he was very active in having the vote of the 7th of April pass; and used his best endeavors to persuade all he could possibly, to vote with him in passing it. And in a few days afterwards the Wine House was licensed, and he now sells to all who wish to purchase; and he says he will continue to sell as long as the Constitution will bear him out in it. Wonderful friend of Temperance! Wonderful Consistency! One day for putting down all kinds of Spirituous and Fermented liquors, the very next day, selling Wine, Cider and Beer!

We could also state that the Store Keeper was extremely solicitous that the vote alluded to should pass; and at the town meeting used all possible means to carry it; and has since been licensed as a retailer in the 2d degree. Can the cause of Temperance be advanced by such measures, taken by those who have pledged themselves to use all fair means to promote it? We think it cannot be, and we do sincerely hope that these men will duly consider their ways and turn from them, and use their influence in a cause which has for its end the good of thousands.

One word more for the Register writer. If we are rightly informed, the appellation "Anti-Wine," he cannot claim with any degree of propriety—for we are informed and by respectable persons, that but a few days, both before and after he lectured so feelingly from a patched up address, in the Methodist Church, he was seen to take his glass of Wine with all the pleasure imaginable; and we are informed that a short time since he was boasting in the Wine house that he had drunk six bottles of Wine at one time on a wager, and that it was many days, after taking antimony once in three or four hours, before he was entirely sober—while his opponent, who could drink only five was crying Oh! dear, I shall die! I shall die!

If his wine opponent was in such keen distress after drinking five bottles of wine, what must have been "Anti-Wine's" feelings after taking six? Surely he must have been in a condition to extend the right hand of *real* fellowship to "those of the matted hair, the crownless hat, the worn out shoes, the ragged coat;" and we should think he would have gone with a tottering step down to the grave, never more to have degraded himself below the beast of the fields. If we had no other evidence of the Register writer, than his frequent loiterings about the bar-room of the Wine house, we should conclude that he was a wine-bibber, for we may generally judge persons by the company they keep. And if he did not love Wine dearly he would not desire to be where it is.

We rejoice to state that the young Register writer is not a native of Topsfield, but has lately come into the place, and attempted until recently, to give his attention to Professional Study, but now is engaged in a much nobler object—writing one thing and practising another! We do believe an one to be a wolf in sheep's clothing; a real enemy to Temperance—one whose writings will never do good as long as he remains as far out of the path of rectitude as he now is. We do advise the youngster to forbear, for little does he consider how much injury he is doing to one of the best of causes, that of Temperance. We do know that the real friends of Temperance in Topsfield do not thank him for what he has done, or what he may do, as long as he continues to write and yet indulge in the use of wine. For the people of Topsfield are too much enlightened to be imposed upon by a young man who has lately took up his residence here, and attempted to dictate to the people what they shall do, and what they shall not do. We will now stop for this time, to commence hereafter if it be necessary, to make further exposures.

TRUTH.

Topsfield, June 12, 1834.

Commercial Advertiser (Salem), June 18, 1834.

The following persons have been licensed by the County Commissioners, as Innholders, Retailers, Sellers of Wine, &c. at their respective places of business in their several towns, viz:

TOPSFIELD. John Rea, *Innholder in 1st degree.* Susanna Cummings, *Innholder in 2d degree.* Frederick Perley, *Retailer in 2d degree.*

Commercial Advertiser (Salem), June 18, 1834.

[Several communications *pro* and *con*, appear in the *Register* on the temperance situation in Topsfield. In the June 16 issue is printed the following:] Another Topsfield correspondent has sent us some remarks in reply to the recent communications in the *Advertiser*, respecting the late Temperance meetings in that town. We regret that we have not room for the whole article. The following is an extract:—

“While the antis, or ‘half temperance people’ as the writer calls them, were in an uproar, the Temperance people were firm and immovable, urging forward their cause, which was faithfully supported both by young and old, six “HEROES of the REVOLUTION,” being present, ready to defend the Town against a more deadly enemy (Rum) than any foreign foe.”

In a further communication a writer states that both applicants for wine licenses made application before the meetings; that the storekeeper, although a license had been granted, yet had not availed himself of his privilege to sell wine; that the young tavern keeper never applied for a license, nor had he received one; he was hired to tend for another.

Salem Register, June 26, 1834.

On Monday afternoon, during a thunder squall, the lightning struck a large oak tree, near Mrs. Cummings' Hotel, in Topsfield, which rent it asunder from the top-most branch to the roots.

Salem Register, July 14, 1834.

COMMUNICATION.

Mr. Editor.

I have noticed, in several communications lately published in the Register and Advertiser, a great attempt to destroy, or at least to injure the good character of two of our townsmen, whom they have designated as the "young Tavern-keeper" and "Store-keeper." Now, Sir, I would state that these young men do now bear, as they have ever done, as good a name as any two men who can be found in Topsfield, or in Essex county, and they have done, and are still doing, as much to promote the cause of Temperance, as any men who can be named. The "young Tavern-keeper" is hired in the Hotel and has no more to do with the affairs of the house than others who have been employed there in years past. The house is under the superintendence of the respected lady who has kept it for a number of years past, and who has ever maintained good order and decorum ever since it has been under her care. If the young man did vote on the 7th of April to request the County Commissioners not to grant any licenses in Topsfield for the sale of spirituous or fermented liquors, where is his inconsistency? Why is so much written to lower him in public estimation? He has no more to do with the concerns of the house than the ostlers employed by Col. Colman have to do with the business of the Eastern Stage Company; how, therefore, is he inconsistent? And I would here state that he never requested any man to assist him in obtaining a license for himself, or for any other person whatever. So, Mr. "No Deception" must be incorrect as regards this matter.

I do think the "young tavern-keeper," as he is called, is much

injured, and all acquainted with the facts relative to the licenses will allow that his conduct has been highly commendable. He has borne all this censure without opening his mouth in reply, for he knows that no injuries are so bitter and inexcusable as those from a pretended friend, and in whom he, to his sorrow, placed confidence. In such he finds a foe where he least expected it, and loses a friend when he most wanted one. Shall the innocent be censured for what they are not guilty? No—rather let truth and reason bear sway, than blind infatuation.

As respects the "Store-keeper," he has sacrificed friends and property for the last three years, to carry on this great and good cause, which has saved so many from the vortex of ruin and caused thousands of wives and children to rejoice in the recovery of their husbands and fathers from a state far below the beasts of the field. Why is it, that after this man has given up the selling of all kinds of spirits and wines, he is to be hurled from the meritorious station he occupies in society? Can any man, who is not laboring under alienation of mind, deprive him of this valuable gem, respectability? O forbear! take not away that which he so richly deserves, but rather let him peaceably share with us the blessings which Providence has so bountifully bestowed upon us all.

The writers in the Register and Advertiser would make the public think that some wonderful phenomenon has happened in Topsfield, which is to prove fatal to Temperance. But after a careful investigation of the matter, I cannot see any cause for so much vituperative matter as has been written.

They vainly think the community is extremely interested in the licensing of two or three individuals in Topsfield. They have made a great stir about the *Wine* license, but have been very mute on the license that was granted to sell *Brandy, Rum* and *Gin*, with all spirituous liquors! Such articles as these, I suppose, they consider so *inoffensive*, so *harmless*, that they cannot but do a man good! But wine, O thou evil doer! thou cause of all mischief! let us but kill thee, and then thou, O Rum and Brandy, shall live forever! This appears to be the sentiment of the gentlemen writers who have wielded the pen so powerfully against our two respected townsmen, and each other, and which they would have us adopt.

The writer of this intends not to enter into a dispute (as his time is taken up in manual labor), but only to give what he thinks a fair statement. The dispute, carried on for some time past, has not been the means of any good to the cause of Temperance. It is difficult to ascertain which has done the most

injury—but we think Mr. “Anti-Wine” is not to be commended for answering Mr. “No Deception” in the manner he did, in the commencement of the dispute. Surely the opposers of Bacchus have enough to contend with without this controversy. Yet, under all these discouragements, if a steady course is pursued, the cause of Temperance must and will triumph.

In closing, I would respectfully request the editors of the Register and Advertiser not to give place to any more communications on the subject of “Topsfield licenses,” as I know the people of this town are heartily sick of the matter, and it is evident the public are disgusted with the dispute as it has been carried on.

CANDOR.

Salem Register, July 24, 1834.

SALUTARIUM.

DR. MERRIAM will open his house in Topsfield for the reception of Invalids and those affected with chronic complaints in Medicine or Surgery. Various kinds of baths will be provided and carriages for short excursions in the surrounding country.

Disorders of the chest, bowels and skin, and particularly of children, will probably be more benefitted by a few weeks residence in the country than in any other situation.

Kind attentions may be relied on for moderate compensation.

Salem Gazette, July 25, 1834.

DIED. Drowned, in Topsfield river, on Sunday, Miss Louisa Towne, 18, daughter of Mr. Eben'r Towne.

Salem Gazette, August 1, 1834.

NOTICE.

THE FREEMASONS OF ESSEX COUNTY are requested to meet at the Topsfield Hotel, on MONDAY, the 15th day of September inst. at 10 o'clock A. M. for the purpose of considering the expediency of adopting a similar course of measures in regard to the Institution, with that already adopted in the County of Worcester, and contemplated in the Counties of Hampshire, Hampden and Franklin. It is particularly desired that the proposed meeting should be numerously attended, so that there may be a full expression of the sentiments of the Fraternity on the subject. This notice is given after a somewhat extensive consultation among the Masons of the County, and is in accordance with their wishes, so far as they have been ascertained.

Salem Gazette, Sept. 2, 1834.

MASONIC MEETING.

A meeting of Freemasons of Essex County was held yesterday, pursuant to public notice, at the Topsfield Hotel, for the purpose of considering the expediency of adopting a similar course of measures in regard to the institution, with that already adapted in the counties of Worcester, Hampshire, Hampden and Franklin.

The meeting was called to order by Dr. Nath'l Peabody, of Salem. Rev. Joseph B. Felt of Hamilton was chosen chairman, and Dr. Stephen Huse of Methuen, and Caleb Foote of Salem, secretaries.

The following named gentlemen were then appointed a committee to report resolutions expressive of the sense of the meeting:—Messrs. Henry Whipple, Joseph G. Sprague, Rufus Choate, of Salem, John W. Proctor, of Danvers, Asahel Huntington, of Salem, John Davis, of Methuen, Joseph Newhall, of Lynn, William Stevens, and William Ferson, of Gloucester.

The meeting was addressed by several gentlemen, from different towns in the county, from whose statements it appeared that masonry, in their respective quarters, had already been surrendered in point of fact, and formally with regard to some masonic bodies in Salem, Newburyport, Marblehead, Gloucester, etc.

The following resolutions, reported by the Committee, were unanimously adapted:—

Resolved, That we have observed with pleasure, the measures adapted by our Masonic brethren in other parts of the Commonwealth, to allay the excitement at present existing in regard to Free Masonry, and cheerfully co-operate with them.

Resolved, That in the spirit, objects, and practical influences of the Masonic Institution, as it has existed within the sphere of our personal observation, there is nothing inconsistent with the religious and civil duties of its members, nothing dangerous to the order and security of society, and nothing adverse to the absolute supremacy of the law.

Resolved, That as a social and charitable association, it might still, to some purposes of utility, be perpetuated, had not a large portion of the community been induced to regard it as useless and dangerous, and had not the Legislature of this Commonwealth, by a recent law, passed with unprecedented unanimity, and partly by the votes of Masons, declared that it shall not exist here beyond the lives of its present members, thus placing us in a new and unanticipated relation to the government of Massachusetts.

Resolved, That while we regret that sentiment of apprehension and hostility, with which to so great an extent, the Masonic Institution is regarded, and while we believe that it springs from erroneous views of the actual tendencies and genuine principles of Masonry, and while we know and feel that whether in the Lodge or out of the Lodge, our hearts turn to our country, the constitution, and the laws with undivided love, and entire obedience, we yet recognize the duty of respecting public opinion, of giving peace, by any sacrifice but the sacrifice of principle, to the public mind, of rescuing the institution of Masonary established originally for the best purposes, for the promotion of good will and brotherly love and charity, from becoming the means of strife and alienation., and of removing, so far as in us lies, the hindrance which prevents all good men from uniting their counsels, and efforts to promote the general welfare, and that neither false pride, nor false fear, ought to deter us from this obvious and urgent duty :

Resolved, Therefore, That in view of the state of public opinion, and of the law of the land, it is expedient that the Masonic Institution cease to exist, and to this end we recommend, that the several Lodges in this County surrender their Charters, and after their concerns shall be closed, that their Funds be disposed of according to the charitable uses for which they have been collected.

Resolved—That the editors of the various newspapers in the County of Essex, be requested to copy these proceedings.

JOSEPH B. FELT, *Chairman*.

Stephen Huse, }
Caleb Foote, } *Secretaries.*

Salem Gazette, Sept. 16, 1834.

The Essex County Teacher's Association will hold their fifth annual meeting at Topsfield, on Friday and Saturday, the 28th and 29th of the present month.

Salem Gazette, Nov 18, 1834.

TOPSFIELD ACADEMY.

The winter term in this Institution will commence on Wednesday the 3d instant, to continue twelve weeks.

For instruction in the branches of common English study —\$5.

For the higher branches of English, for Latin, Greek and French—\$6.

A few scholars can be accommodated with boarding in the family of the instructor.

Alfred W. Pike.

Topsfield, Dec. 2, 1834.

Salem Gazette, Dec. 2, 1834.

REMARKABLE ROBBERY AT TOPSFIELD.

Mr. J. C. Davis, who arrived at Topsfield yesterday, in the eastern stage, from Dover, N. H., states that he was robbed of his pocket book, containing 1700 dollars, done up in packages of bank bills of \$100 each.

Mr. D. did not proceed in the stage in which he arrived at Topsfield, and did not discover his loss until after it had set out for Boston. Finally, when search was made the empty pocket book was found behind an out house.

Salem Gazette, Jan. 16, 1835.

Hard Work in Cold Weather—Mr. Samuel Bradstreet, of Topsfield, between 13th Dec. and 10th of January inst. in which were 25 working days, with his team of one horse and six oxen, hauled 23 tons and 20 ft. of oak timber from Topsfield to Salem and Essex. In the mean time moved six cords of peat 1 1-4 miles, moved two cords of wood to market, broke the path on the Newburyport Turnpike through town, and broke other paths in town two days, with the assistance of one hired man only.

Salem Gazette, Jan. 23, 1835.

L. M. SARGENT, ESQ. OF BOSTON, will deliver a Lecture before the *Union Temperance Society* of Topsfield, on the subject of *Temperance*, in Rev. Mr. McEwen's Meeting-house on SATURDAY EVENING NEXT, Jan. 31. Also, on Sabbath Evening, Feb. 1, commencing at half past 6 o'clock, on each evening.

The friends of Temperance in the neighboring towns are respectfully invited to attend.

R. Phillips, Jr. Cor. Sec.

Topsfield, Jan. 27, 1835.

The pledge of this society prohibits the use of all distilled spirits, wines, strong beer, etc. as articles of drink. It is expected that the lecturer will expose the baneful effects of all drinks containing alcohol, on those who use them.

Salem Gazette, Jan. 30, 1835.

NOTICE—The Rev. Jason Whitman, the General Agent of the Unitarian Association, will preach in Topsfield, at the Academy, next Saturday Evening, 14th inst. Services to commence at 6 o'clock.—Also he will preach at the abovementioned place next Sabbath, 15th inst.

By order of the Committee of the Congregational Society in Topsfield.

W. M. Hubbard.

Salem Gazette, Feb. 13, 1835.

TOPSFIELD. The following town officers were elected at the annual meeting in Topsfield on Tuesday last.

Nathaniel Perley, Moderator., Jacob Towne, jun, Town-Clerk., Selectmen, Jacob Towne, jun., David Towne, Wm. Hubbard, Samuel Bradstreet, Wm. Cummins., Assessors, David Towne, Amos Perkins, David Lake, jun., Overseers of the Poor, Joseph Batchelor, Nath'l Perley, Zaccheus Gould.

Salem Gazette, March 16, 1835.

ESSEX COUNTY ANTI-SLAVERY SOCIETY.

A meeting of the Managers of this Society will be held at the Topsfield Hotel, tomorrow, April 1st, at 10 o'clock, A. M.

Salem Gazette, March 31, 1835.

COUNTY COVENTION.

A Convention will be held at Topsfield Hotel, on Saturday, the 25th inst. at 10 o'clock, A. M. for the purpose of nominating COUNTY COMMISSIONERS. The several towns in the County are requested to send Delegates, without distinction of PARTY, it being intended by those concerned in calling this Convention, to select such persons for these offices as are best qualified to discharge ALL their various and highly responsible duties.

Salem Gazette, April 21, 1835.

TOPSFIELD CONVENTION.

At a County Convention, held at Topsfield, on Saturday, the 25th inst., in pursuance of previous public notice to the several towns to send delegates, for the purpose of nominating a list of candidates for *County Commissioners*,

HON. NEHEMIAH CLEVELAND, of Topsfield, was chosen Chairman, and SOLOMON H. CURRIER, of Newburyport, Secretary.

The returns of members were received and examined, and sixty nine answered to their names, representing seventeen towns, to wit: Salem, Danvers, Lynn, Saugus, Bradford, Rowley, Newbury, Newburyport, Beverly, Wenham, Ipswich, Gloucester, Marblehead, Salisbury, Amesbury, Middleton, and Topsfield.

A nominating committee, of one member from each town represented in convention, was appointed for the purpose of reporting a list of candidates for County and Special Commissioners, of which committee Hon. *Robert Rantoul*, of Beverly, was chairman.

The list reported, and afterwards *unanimously* agreed upon in convention, is as follows:

COUNTY COMMISSIONERS,

Hon. ASA W. WILDES, of Newburyport [born in Topsfield].
JOHN W. PROCTOR, Esq., of Danvers.
Col. MOSES NEWELL, of West Newbury.

SPECIAL COMMISSIONERS,

Hon. DAVID PUTMAN, of Salem.
WILLIAM WHIPPLE, Esq., of Gloucester.

Resolved, That this convention, having the fullest confidence in the qualifications of the individuals before named, for the high and important duties of County and Special Commissioners, and believing that, if elected, they will discharge these duties to the acceptance of the people, do therefore nominate and recommend them to the citizens of the County for their support at the approaching election.

Resolved, That this convention will use all honorable and fair means to secure their election.

A committee was chosen, consisting of Messrs. Andrew Nichols, Asahel Huntington, and Daniel Lord, to prepare an Address to the people, in behalf of the convention.

A committee was chosen to fill vacancies, if any of the gentlemen nominated should decline.

Resolved, That the proceedings of this Convention be signed by the Chairman and Secretary, and offered for publication in the several papers of the County.

The convention then adjourned without day.

NEH. CLEAVELAND, *Chairman*.

A true Copy.

Attest, S. H. Currier, Sec'y.

Salem Gazette, April 28, 1835.

ESSEX COUNTY TEACHERS' ASSOCIATION.

The fifth semi-annual Meeting of the Essex County Teachers' Association will be holden at Topsfield on FRIDAY and SATURDAY, the 22d and 23d of the present month.

Particulars will be given in future papers. All persons interested in the progress of Education, especially teachers and delegates from the several School Committees in the County, are invited.

Per order,

DAVID P. PAGE. *Rec. Sec.*

Salem Gazette, May 5, 1835.

"BRUTAL CRUELTY."

Messrs. Editors : Having seen in the Boston Morning Post, of May 2d, 1835, an anonymous communication, headed "Brutal Cruelty," accusing Mr. PIKE, of this town, in several particulars in respect to his treatment of a young girl, *Sarah B. Jay*, who has lived in his family during the last five or six months, and who has been recently returned to her mother in Boston. We, the undersigned, have availed ourselves of such means, as we consider sufficient to authorize us to form and express an opinion in the case,—and accordingly certify that we are satisfied that there has been no cause of complaint against Mr. or Mrs. Pike in respect to the girl. We are satisfied that she was well fed and clothed, and comfortably provided for on their part. Her sickly appearance and diseased feet, we consider a necessary consequence of her own personal conduct, which was, for more than two months previous to her being placed at the disposal of the Overseers of the Poor of Topsfield, filthy and disgusting, in a degree we have never known equalled. And therefore, we view the Communication alluded to, as slanderous in the extreme. We have the fullest confidence in the kindness and attention of Mr. and Mrs. Pike to all under their care.

N. CLEAVELAND,
JACOB TOWNE,
MOSES WILDES,
R. A. MERRIAM,
JAMES F. McEWEN,
NATHANIEL PERLEY,
JEREMIAH STONE.

Topsfield, May 6, 1835.

Salem Register, May 11, 1835.

VALUABLE REAL ESTATE AT AUCTION IN
TOPSFIELD.

On TUESDAY, the second day of June next, at 3 o'clock P. M.
on the premises,

THAT valuable Dwelling House with the land under and ad-
joining, with all the other buildings thereon, now occupied by
Billy Emerson, in Topsfield. For further particulars apply

S. Upton, Auct.

Salem Gazette, May 19, 1835.

ESSEX CO. TEACHERS' ASSOCIATION.

The fifth semiannual meeting of the Essex County Teachers'
Association, will be holden at Topsfield, on Friday and Satur-
day, the 22d and 23d of the present month. The following
Lectures may be expected :—

Friday At 10 o'clock A. M. by Thomas B. Fox, of Newbury-
port, on "The Meaning and Objects of Education." At 11
o'clock, by Lionel Tenney, of Andover, on "Teaching the Pri-
mary Branches of Instruction." At 2 o'clock P. M., by Sam'l
M. Worcester of Salem, on "The English Language." At half
past 3 o'clock, a discussion to be opened by Samuel R. Hall, of
Andover; Question—"Can schools be governed by moral suasion
only."

Saturday—At 9 o'clock, A. M., a Discussion or Lecture. At
10 o'clock a Lecture by John A. Vaughan, of Salem, on "Moral
and Religious Influence in schools." At 11 o'clock, by Benj.
Greenleaf, of Bradford, on "The Geology and Mineralogy of
the Country."

All persons interested in the progress of Education, especially
teachers and delegates from the several School Committees in
the County, are invited.

Per order. David P. Page, Recording Sec.

Newburyport, May 2.

Salem Gazette, May 22, 1835.

(*To be continued.*)

VITAL STATISTICS OF TOPSFIELD, MASS.

FOR THE YEAR 1909.

BIRTHS.

1909.

- Jan. 5. ———McFagan, son of Robert and Jane (McGuchin) McFagan.
Jan. 15. Thomas F., son of Fred E. and Hattie E. (Fuller) Watson.
Jan. 25. Abbie Elmar, dau. of George P. and Sarah (McNulty) Davison.
Feb. 11. Thomas F. son of Frederick E. and May H. (Lowe) Pingree.
Mar. 23. Frederick Andrew, son of Andrew and Isabelle R. (Kelley) Gould.
Apr. 3. Eveline L. dau. of Melvin W. and Bessie E. (Welch) Smerage.
Apr. 9. John R., son of John W. and Florence M. (Derry) Fuller.
June 11. Richard L. son of Forrest W. and Alice L. (Perkins) Rust.
June 13. Mabel A. E., dau. of Mathias I. and Anna (Olesen) Hansen.
June 26. Stephen A., son of Thomas A. and Annie V. (O'Donnell) Pierce.
July 2. Walter Albin, son of Walter S. and Lulu A. (Albin) Peterson.
Sept. 1. Constance L., dau. of William A. and Grace E. (Pierce) Fuller.
Oct. 24. Roger T., son of Timothy J. and Edith A. (Smith) Fuller.
Nov. 21. Thomas E. P. son of Morris J. and Mary A. (Bennett) Brown.
Dec. 10. Walter Maynard, son of Daniel O. and Mary H. (O'Regan) Peterson.

MARRIAGES.

1909.

Jan.	27.	{ Richard J. Walsh (Topsfield), son of James and Bridget (Brennick) Walsh. Lena G. Currier (Middleton), dau. of James M. and Rebecca (Richardson) Currier.
Apr.	20.	{ John J. Collins (Topsfield), son of Richard and Margaret (McHugh) Collins. Elizabeth I. Kirby (Danvers), dau. of Michael W. and Mary (Murphy) Kirby.
June	12.	{ Harlan M. Greaves (Charlestown), son of Severenous A. and Sarah E. (Patterson) Greaves. Berniece D. Frame (Topsfield) dau. of Francis C. and Elizabeth (Bordman) Frame.
Sept.	14.	{ Clarence H. Lunt (Beverly), son of Hervey and Elizabeth A. (Blake) Lunt. Grace G. Peabody (Topsfield), dau. of Alden P. and Lydia A. (Wildes) Peabody.
Sept.	29.	{ Lewis H. Williams (Topsfield), son of Thomas P. and Eliza H. (Harding) Williams. Elizabeth W. Carroll (Ipswich), dau. of Levi J. and Phebe A. (Dodge) Carroll.
Oct.	20.	{ Geo. L. Bowser (Topsfield), son of Joseph and Henrietta (Cole) Bowser. Bella MacDonald (Topsfield), dau. of Ronald and Margaret (MacDonald) MacDonald.
Dec.	24.	{ Dutton T. Hill, (Topsfield), son of George and Nell (Cartey) Hill. Isabel Russell, (Salem), dau. of James and Isabel (Martin) Russell.

DEATHS.

1909.

Jan.	9.	Roseltha, wife of Edward Otis Gould and dau. of William O. and Betsey (Burbank) Sides, aged 69 yrs., 5 mos., 26 dys.
Jan.	20.	Daniel Fuller, son of Benjamin and Esther (Wilkins) Fuller, aged 66 yrs., 4 mos., 17 dys.
Feb.	23.	Eva, wife of Samuel Hood and dau. of Francis and Elizabeth (Hawley) Thomas, aged 47 yrs , 8 mos.
Mar.	25.	Albert Hermon Davison, son of George H. and Elma L. (Averill) Davison, aged 50 yrs., 5 mos., 10 dys.
Mar.	30.	Margaret, wife of Richard Collins and dau. of John and Margaret (Barry) McHugh, aged 62 yrs.

- Apr. 12. Josiah Arthur Lamson, son of Josiah B. and Angelina (Mason) Lamson, aged 65 yrs., 11 mos., 9 dys.
- May 11. Dudley Bradstreet, son of John and Sallie (Rea) Bradstreet, aged 81 yrs., 10 mos., 5 dys.
- June 24. Roy Franklin Fuller, son of Joseph and Mary L. (Peabody) Fuller, aged 1 yr., 2 mos., 23 dys.
- June 27. Harriet Bingham Lane, dau. of Albert G. and Sarah E. S. (Cutts) Lane, aged 71 yrs., 5 mos., 12 dys.
- July 4. Luther Dimmack Stanwood, son of Moses Poor and Eliza Amanda (Carr) Stanwood, aged 58 yrs., 8 mos., 26 dys.
- July 5. Samuel Thibedeau, son of Edward and Vitline Thibedeau, aged 28 yrs.
- July 5. Patrick Fennely, son of Thomas Fennely, aged 38 yrs.
- July 25. Anna (Hettstram) wife of Dutton T. Hill, aged 38 yrs.
- Aug. 2. William L. Batchelder, son of Ezra and Mary S. (Andrews) Batchelder, aged 60 yrs., 10 mos., 22 dys.
- Aug. 22. Nancy A., widow of Daniel B. Gardner and dau. of Benjamin F. and Eunice P. (Boardman) Rogers, aged 77 yrs., 1 mo., 28 dys.
- Aug. 31. Bernard Mulligan, son of Michael Mulligan, aged 72 yrs., 8 mos., 28 dys.
- Sept. 12. Constance Louise, dau. of Willie A. and Grace E. (Pierce) Fuller, aged 11 dys.
- Oct. 14. Domingus Gonsalvus Roderick, son of Antonio Gonsalvus de Gago and——(Roderigues) Roderick, aged 75 yrs., 8 mos., 6 dys.
- Nov. 29. Ephraim Perkins Averill, son of Ephraim and Lydia (Potter) Averill, aged 73 yrs., 8 mos., 19 dys.

Deaths in other places, Interment in Topsfield.

1909.

- Feb. 27. Ira C. Porter, died in Hyde Park, Mass., aged 68 yrs., 10 mos., 11 dys.
- Mar. 17. Mary P. F. Striley, died in Hamilton, Mass., aged 49 yrs., 10 mos., 3 dys.
- Mar. 29. Sarah J. Wildes, died in Otisfield, Me., aged 82 yrs., 1 mo., 10 dys.
- May 27. Ruth E. Phillips, died in Malden, Mass., aged 2 mos., 6 dys.
- May 30. Thomas F. Gould, died in Haverhill, Mass., aged 60 yrs., 8 mos., 23 dys.
- Sept. 16. George L. Perkins, died in Ogden, Utah, aged 19 yrs., 1 mo., 16 dys.
- Oct. 22. Constant Jerome Bell, died in Georgetown, Mass., aged 3 mos., 14 dys.
- Oct. 26. John P. Glidden, died in Effingham, N. H., aged 68 yrs.
- Oct. 30. Jane O. Welch, died in Merrimac, Mass., aged 68 yrs., 10 mos., 17 dys.
- Nov. 1. Ferdinand P. Clapp, died in Haverhill, Mass., aged 58 yrs., 2 mos., 24 dys.
- Nov. 16. Caroline E. Carswell, died in Lynn, Mass., aged 70 yrs. 2 mos., 28 dys.

CHRONOLOGY OF EVENTS IN TOPSFIELD IN 1909.

1909.

- February 23. The Ray-Peirce farmhouse on Boston St., owned by Thomas W. Peirce, destroyed by fire during the night and the family cook, Mrs. Eva Wood, burned to death.
- May 1. Free Rural Mail Delivery inaugurated.
- May 1. Home of Rev. B. Alfred Dumm entered by two burglars and several shots exchanged. They were afterwards captured in Boston and sentenced to the Concord Reformatory.
- July 5. Patrick Fenley and Samuel Thibedeau, employees at the Burley Farm, Danvers, drowned in the Ipswich river near the Railroad bridge.
- July 17. Clifford F. Hall, of Wells River, Vt., elected principal of the Topsfield High School.
- November 2. Electric lighting introduced into houses by the Beverly Gas & Electric Light Co.

BUILDINGS CONSTRUCTED DURING THE YEAR 1909.

- Mrs. Ernest H. (Peirce) Pentecost, Boston St.; dwelling-house, stable and garage.
- George R. Shattuck, Wenham St.; garage.
- Johnson L. Walker, Haverhill St.; dwelling-house and garage.
- Arthur F. Perkins, Haverhill St.; addition to barn.
- John J. Jackman, Main St.; dwelling-house.
- Melvin W. Smerage, Pemberton Ave.; dwelling-house and barn.
- Miss Margaret Cummings, River St.; dwelling-house and garage.
- Harry Williams, Main St.; remodelled barn, etc.
- Gilbert Balch, Main St.; interior of dwelling-house remodelled and addition built.
- Thomas E. Proctor, Perkins St.; saw mill and work-shop on Mill brook.
- Dr. Edward C. Streeter, Asbury St.; dwelling-house remodelled and new ell built.
- Bradley W. Palmer, Asbury St.; greenhouse, chicken-house, etc.
- Justin H. Welch, Main St.; addition to dwelling-house.
- Fred E. Watson, Prospect St.; The Samuel Conley house on River St. removed to Prospect St.
- Miss Alice S. Tidd, High St.; dwelling-house remodelled.

